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EXPERIENCE OF 104.

Pirate-Chasing, Shipwreck and War Stories by Ex-Sailor.

Born in 1809, Mr. Edward Munroe, an ex-quartermaster of the American Navy, has just celebrated his 104th birthday. Although troubled by dizziness, he is able to walk without the aid of a stick between the rooms which he occupies in Holloway-road, Islington. His face is gaunt and his eyes sunken, and smooth silvered locks cover his head. He was born in Nova Scotia and went to America when he was seven or eight. He joined the American Navy when 17, and for some years after that was engaged in pirate-hunting.

"There were swarms of pirates in the Gulf of Mexico in those days," he said. Munroe spoke of the chase and ultimate capture of a bloodthirsty pirate named Velasquez, who was known as "The Black Demon"—the name of his vessel. He had been capturing ships, and, after seizing the valuables, burning them, and the navy ships had been hunting him for a long time.

"It was either in 1829 or 1830 that we came across him in the open sea," said the ex-quartermaster. "We knew his vessel: she was flying the black flag with a skull and crossbones on it."

There were two or three hundred pirates aboard, and eventually she was captured, the pirates taken ashore, tried and hanged. Munroe's last long voyage was in a merchantman to the Mauritius 20 years ago. For five years after that he made journeys around the English coast, and on leaving the sea settled in London. His only wound he received during the Civil War—a wound in the wrist—but he has been shipwrecked four times. Three years ago he was knocked down and broke his thigh. Mr. Munroe has remained a bachelor all his life and has not a relative living. He has a small pension.

"MAN OF MYSTERY."

A plain-clothes policeman described palmistry to the North London magistrate recently as "utter rot." He admitted that reading character by the face was a very useful science, for police officers.

The case was one in which Charles Ross was charged with pretending to tell fortunes by palmistry. Albert Machin was charged with aiding and abetting Ross. They stood at the corner of a Hackney street, and Ross cried: "Ladies, what I tell you I defy anyone to refute. Now is your time. I am only here for a few hours."

"I guarantee to tell you all you want to know by a glance at your hand. Your future is there if you only knew it." Ross examined the hands of twelve women, after which he wrote something on a post-card, and received a penny from each person. To a young girl Ross said, "Three months from now you will hear good news" Machin shouted, "Dalman (Ross's "professional" name) is the man of mystery. Show him your hands, ladies, and you will know the good things there are in store for you. Hurry up; we shall have the man in blue here presently."

The policeman stepped forward, and said, "Here he is: I am a police officer." He told them he should take them into custody. Ross said, "I have been looking at hands, it is true. But I only tell character."

Ross was ordered to pay 30s., and Machin was discharged.

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Hongkong, Feb. 3, 1913. 296

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Hongkong, September 2, 1909. 12

UNIVERSITY OF HONGKONG.

MATRICULATION EXAMINATION.

NOTICE is hereby given that MATRICULATION EXAMINATIONS will be held on the following dates:—
DECEMBER 15th—20th, 1913.
JULY 13th—18th, 1914.
CANDIDATES must send in their names to the REGISTRAR with the fee, not later than one month before the date of the EXAMINATION.
EXAMINATION Fee $10.00 (Hongkong Currency).
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Hongkong, Oct. 23, 1913. 1299

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MARY H. FULTON.
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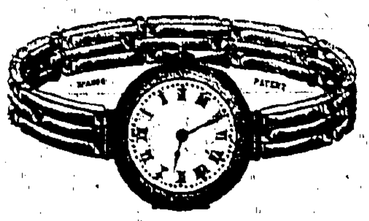
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Hongkong, April 7, 1913. 45

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It may be safely taken at any time by young or old.

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616

FREE LECTURE

ON

CHRISTIAN SCIENCE.

THEATRE ROYAL, **November 10th, 1913, at 5.30 p.m.**

LECTURER—Wm. B. Rathvon, C.S.B., Member of the Board of Lectureship of The Mother Church, the First Church of Christ, Scientist in Boston, Massachusetts.

Hongkong, Oct. 25, 1913. 1311

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Those who intend learning the Chinese language are requested to write care of *China Mail* office or direct to 3f, Hollywood Road, 1st floor.

Hongkong, May 17, 1912.

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SAVE THE COUPONS.
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THE WHEELER CASE.

OPENING OF APPEAL IN TOKYO APPEAL COURT.

In the Tokyo Appeal Court, on the 13th instant, the first hearing took place of the appeal of William Alfred Wheeler, of the Genz, Wheeler and Co., against the judgement of the Yokohama Chiho Saibansho sentencing him to four years' imprisonment for alleged fraud in the sale of knitting machines, said to be of an obsolete pattern, etc.

The case was heard by Judge Yokomura, Presiding Judge, with whom were associated Judges Okada and Akiko. Dr. Yamaoka, Public Procurator, watched the case for the Crown, and Messrs. J. E. de Becker, Watanabe, Sawada and J. Shoda watched the case for Mr. Wheeler. Mr. J. E. Davidson, British Vice-Consul at Yokohama, watched the case on behalf of the British Government, and Mr. Suzuki was Court Interpreter.

The case was set for hearing at nine o'clock, says the *Japan Gazette*, but the appellant, with his counsel, and Mr. J. Davidson were late in arriving owing to delay on the railyway. In the meantime other cases were heard, and it was eleven o'clock before the case was called.

There were about fifty persons in Court, including two or three foreigners.

The usual preliminary questions as to name, age, address etc. were put to Mr. Wheeler. Asked as to whether he possessed any decorations, appellant said: "No, we don't give any decorations in England. I have a medal from the Leicester Football Club, with which I was connected for a number of years."

Asked as to whether he had received a copy of the judgment of the lower Court, and whether the facts were correct, appellant said he had received a copy, but the facts were not correct; hence the appeal.

Interrogated by the Court, appellant stated that he was at school from the age of seven to about 14 or 14½, when he was apprenticed to the hosiery trade, with which he had been connected ever since. He came to Japan about the 28th or 29th of May last year, for the purpose of selling the auto knitting machine on behalf of the firm of Genz, Wheeler & Co., of Leicester. The sole proprietor of the firm was O. C. Kunau, and he (appellant) was connected therewith as Manager.

The Court: How is it your name appears in the firm name?

Appellant: You can trade under any name you like in England.

Did O. C. Kunau say anything to you about using your name in the firm name?—As I was going out to Japan as Manager, he asked whether I had any objection to the use of my name in the firm name. I could not prevent him using my name if he wished. I received no profits from the business. I was simply employed as Manager.

Did you arrange for the firm to open a branch in Japan?—Yes. It was arranged before I left England that I was to open branches in Calcutta, Shanghai and here. I opened the branch in Calcutta, then came to Shanghai, and after opening there I came on to Japan.

Did you come to Japan as Manager of Genz, Wheeler & Co.?—Yes.

Proceeding witness said he opened business on behalf of the firm in August last at No. 74, Yamashita-cho, Yokohama, and inserted advertisements in about twenty-five Japanese papers offering to sell the machine on certain terms. The Company guaranteed the machine to do the work stated. Every machine that was ordered up to December 31st was delivered. Up to January this year the number of machines sold was 783. He could not say for certain, but as far as he remembered, this was the number. The firm's books, however, would show. The total amount of the machine was Y137. He could not say the exact amount received for machine sold—the balance-sheet would show the amount, but it was about Y100,000.

The Court: Before you opened business in Japan, did you inquire the rate of wages paid here and were informed that the wages paid in the factories was about Y3 or Y4?—I cannot say whether it was before or after we opened business.

By what standard did you fix the rate of wages at Y1.75 for ladies' stockings and Y1.25 for gentlemen's socks?—We fixed the rate in England. It is the same rate as is paid in Belgium, in Germany, in Calcutt, and in Shanghai. We never vary a penny a dozen anywhere.

Did you make any investigations as to the rate of wages paid in Japan?—I did not. It was not my duty to do so.

Replying to a question which was inaudible at the Press table, appellant said:—In every country we have established business, no matter what may be the current rate of wages, we have found we could pay the same rate, and make a profit on our stuff.

The Court: What is the cost price of the machine in Japan?—It is just over £6.

The Court understands the machine is rather old fashioned. Is that so?—It is the best hand-power machine in the market. They are being turned out at the rate of twenty thousand a year. I believe we have in Court sworn testimonies to that effect. There are firms in England and Canada who are turning them out as fast as they can.

What is the cost price in Japan of the yarn supplied to purchasers of the machine?—It varies.

What is the highest?—It varies from about 90 sen to Y1.75.

What is the cost price of the sample?—It depends, of course, upon the value of the yarn that goes into it.

Shown a sample by the Court, appellant remarked:—That is the kind I attempted to make in Japan. The cost price of these is about Y2.75 per dozen. The wholesale price of these (another sample, of ladies' stockings) would be about 7s. 1½d.

Appellant also quoted prices on other samples produced in Court.

The Court: The prices given by you are very different from those given by Mr. Thomson in his evidence in the Yokohama Court.

Appellant: I cannot help what Mr. Thomson said. I have been a salesman in one of the biggest firms in England, and from 1890 to 1911 I have done nothing else but sell that stuff.

Did you actually sell in England at the prices you state in Court?—Yes, if I had that stuff (produced) in England, I should sell it at about the same price I have stated here to-day. There might be a difference of a penny or so, according to the locality.

What did you intend to do with the hose produced by the machines in Japan?—Send them to England.

To what class of people are these machines sold in England?—To the working-classes.

According to the statement of a Japanese expert, there would be no sale in England for these goods (produced).—Let me have the Japanese expert here. He does not know anything about it. I will sell 5,000 dozen of these at a time.

Can you afford to pay higher wages [than the current rate] in Japan, and then make a profit?—Yes, we can make a profit out of the goods by sending them to England.

How much profit can you make?—In round figures, we can make a profit of 5 per cent.

In reply to further questions, appellant said he attempted to sell in Japan goods of the sample produced. He attempted to sell to Mitsui. At first he made hose fitted for Japanese, with smaller feet, but he found the Japanese women did not wear stockings, and so turned attention to making English sizes.

The case was proceeding when the *Gazette* went to press.

The Man Who Gets There

Is the man who has blood—real rich red blood—and plenty of it—in his body.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

makes blood—lots of it—life-giving, brain nourishing, strength replenishing blood.

OF ALL CHEMISTS

PRICES: $1.95 and $2.95

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An Elaborate Production of Shakespeare's Irresponsible Comedy:

"TWELFTH NIGHT."

(IN A NEW WAY)

In aid of the following Charities

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The Y. M. C. A. Hostel
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First Amateur Shakespearian Production in the FAR East.

MATINEE for Children and Students $1.50 & $1.00 } WEDNESDAY, October 29th, at 4.30 p.m.

Booking at MOUTRIE'S.

October 30th, and

LAST PERFORMANCE, SATURDAY, Nov. 1st, at 9.15 p.m.

$3.00 & $2.00 Seats can be reserved at MOUTRIE'S from Monday, October 20.

Hongkong, October 21, 1913. 1275

INTIMATIONS

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ST. JOHN'S CATHEDRAL.

TUESDAY NOV. 4th at 5.30 p.m.

Fantasia and Fugue Bach
To the Sea Macdowell
The Storm Lemmens

VOCALIST, MISS L WHITE

who will sing

"Rejoice greatly." (Messiah)...Handel.

"With verdure clad" (Creation)...Hadyn.

Hongkong, Oct. 28, 1913. 1315

ST. ANDREW'S HALL,

(HONGKONG).

Tuesday, November 4, 1913, 9 p.m.

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Only Concert

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Dora von

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(Violin)

Kindly assisted by

Mr. E. DANNENBERG,

(Piano).

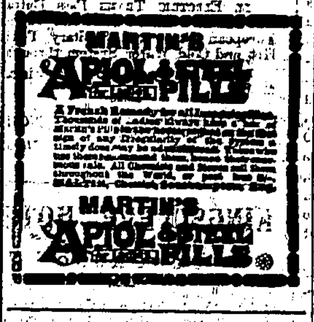
PROGRAMME:

Composition by Bach, Couperin, Saint Saens, Vitali, Wieniawsky, etc., etc.

Seats $3.00: Booking at

S. Moutrie & Co., Ltd.

Hongkong, Oct. 21, 1913. 1292



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I—Authorised Capital	£6,000,000
Subscribed Capital	£4,500,000
Paid-up Capital	£2,437,500
II—Fire Funds	3,399,114
III—Life & Annuity Funds	16,136,160
Sinking Fund Account	88,512
	£22,061,286
Revenue Fire Branch	2,567,156
Life and Annuity Branches	1,273,269
Revenue Marine Department	282,692
Other Receipts	430,193
	£26,233,312

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

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"R"

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Hongkong, Oct. 28, 1913. 1318

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Hongkong, March 21, 1912. 408

MILNERS' SAFES

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PRINCIPAL BANKS

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BUSINESS HOUSES.

GEO P. LAMMERT.

Agent.

Hongkong, May 20, 1911 586

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ONE FULL SIZE

Burroughs and Watts BILLIARD TABLE

WITH ACCESSORIES.

Apply to

GEO. P. LAMMERT,

Hongkong, June 1, 1910. 4

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EVERY KIND OF **Footwear** MADE TO ORDER

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Hongkong, May 6, 1910.

THE

CHINA MAIL

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Price 10 cents.

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Hughes and Hough

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A1. TELEGRAPHIC CODE.

Telegraphic Address
MEIRION HONGKONG

PUBLIC AUCTION

THE Undersigned have received instructions to Sell by Public Auction on FOR ACCOUNT OF THE CONCERNED, on

FRIDAY,

the 31st October 1913, at 2.30 p.m. at their SALES ROOMS, No. 8, DES VŒUX ROAD, Corner of Ice House Street,—

A QUANTITY OF
GOLD JEWELLERY,
Including:—

Diamond, Sapphire and Ruby Rings, Gold Repeating Watches, Gold Albertes, Jadestone Pendants and Charms, Gold Bracelets, &c., &c.,

Also

Several lots of Old Chinese Porcelain Pekinese Cloisonne, Snuff Bottles, &c.

The above Porcelains been recently arrived from the North.

(Full Particulars from Catalogue)

On view day of Sale.

TERMS:—As Usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Oct 26, 1913. 1307

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction, on

SATURDAY,

the 1st November, 1913, commencing at 2.30 p.m. at their SALES ROOMS, No. 8, DES VŒUX ROAD, Corner of Ice House Street,—

A LARGE QUANTITY OF
VALUABLE TEAKWOOD AND CANTONESE BLACKWOOD FURNITURE,
&c., &c., &c.
Comprising as follows:—

TEAKWOOD—Dining and Drawing Room Suite, Upholstered Arm-chairs and Sofas, Carpets and Rugs, 1 Brass-mounted Bedsteads and Cots, Bed Room Suite, Bureaus, Wardrobes, Washstands, &c., Dining Room Furniture, Sideboards, Dinner Waggons, Extension Dining Tables and Chairs, etc., etc., 2 Dinner and Dessert Services, Crockery, Sundry Glass Ware, Cooking Stoves, Kitchen Utensils, Cutlery, &c, Brass Fenders and Fire Brasses,

BLACKWOOD—Couches, Arm-chairs, Flower Stands, Inlaid Blackwood Screens, Cabinets, Jardinieres, Hall and Tea Tables, Tea-poys, Brackets and Photo Frames, etc.,

Oil Paintings and Engravings, Electric Reading Lamps, &c., Mosquito Curtains (new), 2 Marble Clocks, and 1 Set Chinese Halberds, 2 Typewriters.

Catalogues will be issued.

TERMS:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Oct. 24, 1913. 1308

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

WEDNESDAY,

the 5th November, 1913, at 2.30 p.m., at "TANG YUEN" 18, Macdonnell Road,

THE
VALUABLE HOUSEHOLD FURNITURE, etc.,
therein contained.
Comprising:—

Hall Furniture, Tapestry covered Drawing Room Suite, Pictures and Engravings, Carpets, Large Cherry wood Cabinet, Occasional Tables, &c., Morocco Leather covered Arm-chairs and Dining Chairs, Extension Dining Table, Glass and Crockery Ware, &c., &c., Wardrobes, Bedsteads, Washstands, &c., Pantry and Kitchen Utensils,

Also

1 Piano (by Collard and Collard), 18-Day Clock, Barometers, Large number of Plants in Pots, etc.

On view day of sale.

Catalogues will be issued.

TERMS:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Oct. 28, 1913. 1309

PUBLIC AUCTION.

THE Undersigned have received instructions from C. J. B. SAYER, Esq., to sell by Public Auction, on

WEDNESDAY,

the 5th November, 1913, at 2.30 p.m., at "TANG YUEN" 18, Macdonnell Road,

THE
VALUABLE HOUSEHOLD FURNITURE, etc.,
therein contained.
Comprising:—

Hall Furniture, Tapestry covered Drawing Room Suite, Pictures and Engravings, Carpets, Large Cherry wood Cabinet, Occasional Tables, &c., Morocco Leather covered Arm-chairs and Dining Chairs, Extension Dining Table, Glass and Crockery Ware, &c., &c., Wardrobes, Bedsteads, Washstands, &c., Pantry and Kitchen Utensils,

Also

1 Piano (by Collard and Collard), 18-Day Clock, Barometers, Large number of Plants in Pots, etc.

On view day of sale.

Catalogues will be issued.

TERMS:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Oct. 28, 1913. 1310

TO LET

TO LET.

FROM 1st JANUARY, 1914.

NOS. 11 and 13 GAGE STREET. Eight Roomed Houses.

Apply to
E. A. CARVALHO & J. V. BRAGA,
5 Macdonnell Road.

Hongkong, Oct. 29, 1913. 1323

TO LET.

NO. 2, MOUNTAIN VIEW, The Peak.

Apply
LINSTEAD & DAVIS.

Hongkong, June 9, 1913. 720

TO LET.

FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon, cheap rentals.

SHOP with Godown attached, NATHAN ROAD, Kowloon.

Kowloon Marine Lot No. 48 with Wharf.

"HIGHLANDS," Kimberley Road, Kowloon, Six Rooms, Tennis Court, from 1st December next.

Apply to
HUMPHREY'S ESTATE & FINANCE Co., LTD.

Hongkong, Oct. 22, 1913.

TO LET.

RANFURLY, No. 11, CONDUIT ROAD.

GODOWNS.
94, WAN CHAI ROAD.
102, PRAYA EAST.
153, PRAYA EAST.

THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, Oct. 29, 1913. 862

TO LET.

MEIRION, Nos. 9 & 10, Peak, unfurnished, 8 Rooms. Cheap rents from 1st December Newly Painted and Chinese bed.

'ROGATE,' Austin Road, Kowloon; unfurnished.

No. 68 Peak, MOUNT KELLETT, (Church Mission Society Bungalow) from 1st October 1913 till 30th May 1914, partly furnished. Cheap rent.

FOR SALE OR TO LET.
(From 1st November 1913.)

No. 1 GOUGH HILL, No. 103 Peak, Bungalow containing Drawing, Dining and Smoking Rooms and five Bedrooms. With ground for Tennis Court.

FOR SALE.

'HARTING and ROGATE, on part of Kowloon Inland Lot No. 1154.

Apply to
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.

Hongkong, Oct. 22, 1913. 61

THE 'CHINA MAIL.'

NOTICE.

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication but as evidence of good faith.

All matter for publication should be written on one side of the paper only.

No anonymously signed communication that has already appeared in any other paper will be inserted.

Letters relating to business should be addressed to THE SECRETARY.

Orders for extra copies of the 'CHINA MAIL' should be sent as soon as possible as the supply is limited. Cash 10 cts., Credit 20 cts., per copy.

Alterations and additions to Advertisements on Pages 2, 3, 4, 5, 8 and 9 should be sent to the Office, No. 5, Wyndham Street, not later than 11.30 a.m.

Alterations and additions to Advertisements on pages 1, 6, 7 and 10 should be sent us not later than 2 p.m.

New Advertisements should be sent in before 3 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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DEVONSHIRE SILVER.

FAMOUS OLD MINES TO BE RE-OPENED.

The statement that the old silver mines at Combe Martin, North Devon, were to be re-opened after lying idle for many years has roused keen interest in the county, and revives ancient history.

In the days of Queen Bess, Devon produced men whose deeds made brave reading, and named Live Westward Ho! and Bideford can still provoke a thrill in the imaginative who have listened to traditions and the fine stories of doughty adventurers who hailed therefrom. While the county produced flesh and blood to fight England's battles, the Devon earth yielded metal to finance them.

And then, in the cycle of things, the mines fell into disuetude, even as the war-like nature of the Devon men was transformed in the general peace. The ploughshare ousted the sword, the descendants of adventurers became mild and placid yeomen, and the county lost a repute for fighting and gained one for farmers. To-day, to the majority, Devonshire cream is a reality, and Devonshire silver little more than a myth.

Meantime, the silver has lain patiently awaiting men who would seek and find—and the moment would seem to have come. Again, in the cycle of things, the county is to have another chance, may be, of financing the wars of the future; and Combe Martin sees a prospect of enjoying its old-time importance.

The small town, or large village, lies midway between Ilfracombe—"the Blackpool of the west"—and Lynton—"the Switzerland of England." It faces the Bristol Channel, with the coast of South Wales lying like a smudge on the horizon and is backed by a great roll of pastoral country, hills and vales, moorland and forest.

One street, over a mile in length, defines the place, comprising antiquated cottages that jostle modern villas, and quaint inns juxtaposed to up-to-date shops. Central between the harbour and the open country is the church, with its King Charles relics and curious carvings, gargoyles, screens, and paintings.

The village was originally called Martincombe, a name derived from one Martin de Tours, a Norman baron who, during the reign of Henry I., held most of the land in the place, and appears to have been as proud of himself as he was ambitious for his estates. His influence was great in high quarters, and his spirit indefatigable, so that, after long endeavour, he secured the rights of a borough for Combe Martin.

Though its ancient importance is gone, and, save for its farming, its fishing, and its summer-tide of tourists and visitors, Combe Martin is—or was—quiet and unheeded, it still retains its town hall, a barn-like structure, bearing the letters Town Hall in thick black paint on the gable to inform the unsophisticated.

In old county records there runs the following: "The natural commodities are silver, formerly in great plenty, in the parish of Combe Martin, in the reign of Edward I., but the mines by long neglected, such were re-entered upon the reign of Elizabeth, by an artist who presented a cup made thereof to the Earl of Bath."

The loving cup which is at present used by the Lord Mayor of London is made of silver from the same mines, having been given, in 1593 to Sir R. Martin, the Lord Mayor at that time, by one of the Bourchiers.

There are statistics to show that, in the twenty-second year of Edward I.'s reign, 270lbs. weight of silver was yielded by the Devon silver mines at Beer Alston and Combe Martin. Two years later the output had increased to 704lbs., 3dwts. and three years after that the mines had reached a stage of importance whereby native labour proved wholly inadequate to work them, and great batches of miners were imported from different parts of Wales, and from Cornwall and Derbyshire.

"Great was the profit in silver and lead," says Snell, in his book on North Devon, "and, an war must be financed, it is scarcely an exaggeration to declare that the battles of Crecy and Poitiers, ay! and the battle of Agincourt, too, were won in the shafts of Combe Martin."

The Combe Martin mines were first neglected about the time when England was torn with the factions of York and Lancaster; but, to quote Snell again: "In the reign of the Great Eliz, a new silver mine was discovered by Adrian Gilbert, a half-brother of Sir Walter Raleigh; and John Poppler, a lapidary, and a Sir Bevis Bulmer contracted for half the profits. Each compiled £10,000."

"Again left to ruin, the mines have remained—but for the intermittent and insignificant attempts to revive the industry, which in relation to the foregoing, are almost negligible—until the present time.

Whether Combe Martin is to achieve again past glories remains to be seen, and so far as the place itself is concerned, opinion appears to be divided.

"I were born hereabout," said an old worthy, recently, with a shrug and an air of studied indifference, "an' my father, an' my grandfer afore him. An' we been comfortable enough, diggin' tatties an' sellin' 'em; an' ready to jog an easy stride without gettin' all in a bobble because we bain't makin' a fortune. But there'll be nowtellin' the old place afore long—what wi' more holiday folk comin' each year, and a pier talked on, an' a railway—and now the siller agen!"

He pointed to an old ruin, overgrown with vegetation, lying near the crest of a green hillside. "Them's old mines," says he, "and many a thousand pound's gone in 'em; and some out, too, for that. An' many a lad have lost his life there, to say nowtlin' of his comfort. Now 'twill all be gone again, an' the place turned into the image of Lannon, with the 'tollin' and toalin' they'll do. Wish folk 'd leave us be!"

But, doubtless, he represents the prudent minority.

For several years Combe Martin has had its battalions of summer visitors, and the majority of the natives are very sophisticated indeed. They see a fine future for their town, and a new industry and prosperity for themselves—and there is eager excitement as to the imminent raising of the veil.

SOLDIER AND ROAD-BUILDER.

There was recently published two volumes, entitled, "General Sir Alex Taylor: His Life, his Times, and his Work." The book is of striking interest. In the old India of the Company there was one province that lay apart—the Punjab. It was, to begin with, the land of a unique people and after the Sikhs had been beaten in 1845 and 1849, it developed for the new British administrators into a kind of family or group preserve. John Lawrence was at the head, and he and his corps of officers, civil and military, became in a few years not only an institution, but a legend. The three brothers Lawrence, Herbert Edwardes, John Nicholson, Robert Montgomery, Robert Napier, Neville Chamberlain, and the rest, embodied in an extraordinary degree one particular ideal of the British character. They were men of immense native force, confidence, and courage. They worshipped Duty in a fashion that would have infuriated Mr. Bernard Shaw. Almost to a man they were Puritans, no less convinced than their forerunners of the seventeenth century that they were engaged upon a God-appointed task. They represented in perfection the ideal of benevolent autocracy. There was no nonsense of democracy or equality about them. They were to subdue and lay out a turbulent and distracted province. They knew what the Indian people ought to want, and they set to work to give it them: paternal rule, summary law, roads, railways, canals, telegraphs, schools—and the Lord help any recalcitrant Oriental who was so benighted as to be wedded to the ways of his fathers. For the despots engaged in the work it was glorious sport. "There was a glow of work and duty round us all in the Punjab in those days," said Alex Taylor, "such as I have never felt before or since." It was a great time, though the British rulers of India come to realise that there was too much of the red of correction in the Lawrence system. The mischief was that the old British habits in Upper India were too often associated with a way of life that was not the Lawrence way—and what that involved the Mutiny was to reveal. But, when all is said, the work done in the Punjab in the ten years before the general overturn of 1857 was fine in quality, and it endures.

Alex Taylor was one of the group, and he was born to the work. He came of a family of soldiers and engineers, makers of roads and railways. Three years of schooling in Switzerland, under a German educator such as few English boys encountered three-quarters of a century ago, gave him an unusual start in life. At 18 he joined the Bengal Engineers, just in time for the first Sikh War. Three years later the siege of Multan and the battle of Gujarat, which completed the conquest of the Punjab, gave him his first opportunity.

The Punjab being annexed (in 1849), it remained to be reduced to order. Taylor was entrusted with a task exactly to his mind—the making of the Lahore-Peshawar road, the main Punjab section of the great trunk highway (known to English readers, if by nothing else, at least by the picture in "Kim") which connects the Afghan frontier with the Bay of Bengal. Taylor's section was a length of some 178 miles. It had to be broad and straight enough for military purposes, to be planted at intervals with groves, and to be furnished with bazaars, resthouses, and post stations. It necessitated at times the employment of 60,000 Indian labourers, for whose welfare Taylor as chief executive officer was responsible. And from his daughter we get, as we might expect, a glowing description of the work and a fervid tribute to the men who carried it out.

The Road made Alex Taylor's reputation; and when the Mutiny broke out, and Lawrence was called upon to prevent the spread of the rebellion in the Punjab, it was not unnatural that Taylor should have been sent forthwith to Delhi—apparently to make his own position in the besieging army. After a fast ride of 500 miles in the terrific heat of an Indian June, he found himself in the Engineers' quarters.

To him belongs the glory of having devised the plan of attack upon Delhi, and of leading the main assault by which the city was captured. The prevalent notion is that John Nicholson was actually leading the first attacking column, when he fell mortally wounded; but Taylor always believed that Nicholson intended the honour for the man who had worked out the scheme. Taylor, we are told, talked with reluctance of his own share of the events at Delhi, and he took no part in the controversy as to the authorship of the plan—until twenty years later, when, on the publication of Kaye's History of the Mutiny, he judged it necessary to state with characteristic bluntness, the facts in regard to the joint plans of Baird Smith and himself.

He was hardly less prominent in the capture of Lucknow, where he was seriously wounded; and he lived on for more than half a century, after the older India had been merged in the dominions of the Crown. For sixteen years he was Principal of Cooper's Hill, the Indian engineering college which stood in a delightful situation above the Thames until its abolition ten years ago. Always remote from English public life, with the detachment inevitable in a man who had worked and fought in a wholly different world, Alex Taylor has no place in the history of modern England. But in India, where memories of character and deeds are long, he is not forgotten.

THE ALEXANDRA CAPE Cambric for Better-fit, Excellent. For Dress, Collars, Cuffs and Underwear. Sold by all Drapers throughout the World.

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Also

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No. 13, QUEEN'S ROAD CENTRAL
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Manufacturers of SEVES DES ALPES, pronounced by those who use it the best Hairwash to prevent the falling out of hair.

J. B. SCPIESS, *Proprietor.*

Hongkong, Oct. 24, 1913. 1301

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TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m.	Every 15 minutes
8.00 a.m. to 10.00 a.m.	Every 10 minutes
10.00 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 8.10 p.m.	Every 10 minutes.

NIGHT CARS.

8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.

11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.

8.00 a.m. to 10.30 a.m.	Every 15 minutes
10.30 a.m. to 11.00 a.m.	Every 10 minutes
11.45 a.m. to 12 Noon	Every 15 minutes
12.00 Noon to 1.00 p.m.	Every 15 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes
5.00 p.m. to 6.00 p.m.	Every 10 minutes
6.00 p.m. to 7.00 p.m.	Every 15 minutes
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NIGHT CARS as on Week Days.

SATURDAYS.

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Mr G. S. Heling	Miss Wall
Mr A. Hotz	Mr L. Watson
Hon. Mr E. A. Hewett, C.M.G.	Mrs W. M. Watson
Mr W. B. Hind	Mr H. C. van Weeren
Mr W. H. Hobbs	Mr and Mrs F. W. Wellington
Mr J. Holland	Mr A. West
Mrs Houston	Mr F. W. White
Mr M. Joblin	Mr G. G. Wood
	Mr E. Yearby

KING EDWARD HOTEL.

Mr D. N. Belton	Mr and Mrs F. E. McHugh
Dr Beyer	Mr and Mrs J. H. S. Mody
Mr F. J. Cargill	Miss G. O'Leary
Mr H. Clegg	Mr J. Ormiston
Dr F. X. Costello	Mr M. F. Mutrisy
Mr W. A. Donaldson	Mr A. P. Nobbs
Mrs. Donaldson	Mr W. Oudenhoven
Mr A. F. Fearon	Capt. & Mrs W. C. Passmore
Capt. and Mrs Fowler	Mr R. Piper
Mrs Foy	Mr J. Reid
Capt. & Mrs Gardner	Mr H. E. Riggs
Mr & Mrs J. Grant and children	Mrs Riggio and child
Miss R. Ho A. Hing	Mr and Mrs W. Mc. F. Robb
Mr T. Inokuchi	Mr W. Hood
Mr J. Joseph	Dr S. Hy Shoo
Mr and Mrs W. D. Kraft	Dr Sibree
Mr H. M. Lanza	Mr H. S. Spurge
Mr & Mrs U. Laurit sen	Capt. & Mrs A. H. Stewart & children
Mr and Mrs Lemare and child	Mr Swan
Mr J. Tennox	Mr T. Swasey
Mr D. Mackel	Mr and Mrs J. C. Vickers
Mr & Mrs Manners	Capt. G. E. Wake
Mr P. W. L. Manings	Mr D. Walker
Miss Massey	Mr H. J. Westphal

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Mr A. Crawford	Mr W. R. Ocker
Mrs. Crawford	Mr F. W. Perkunder
Miss Endicott	Mr R. Sanderson
Mr E. Frobisher	Mr G. A. Stafford
Mr Charles Ghosn	Mr James Watt

PEAK HOTEL.

Lt. T. C. R. Archer, R.A.M.C.	Mr and Mrs W. G. Humphrey
Mr & Mrs W. Armstrong	Lt.-Col. H. W. Iles, R.G.A.
Mr T. Arthur	Mrs Johnston & child
Mr E. F. Aucott	Major General Kelly
Mr and Mrs J. S. Auld & children	Mr and Mrs E. S. Krauss
Mrs W. M. C. Barrett and child	Miss Macher
Mr and Mrs C. D. J. Bell	Capt. & Mrs McMinn, R.A.M.C.
Flat-Surgeon & Mrs Bernard, R.N.	Mr E. J. McNulty
Major Bowen, A.P.D.	Mr & Mrs Mitchell-more and child
Mrs Bowdler	Rev. Foster Fegg
Mr and Mrs A. E. Carleton	Mr S. L. Perkins
Mr J. S. Chalmers	Mr & Mrs W. W. Ley
Mr and Mrs S. J. Chinchen	Mr J. Plummar
Miss D. Filkins	Mr Powell
Mr A Hardman	Lt.-Col. J. J. Radcliffe, R.E.
Mr T. L. Harrison	Mr and Mrs Carey
Major and Mrs F. J. Hunter	Mr and Mrs Curries
	Mr Relton
	Major Davy, R.E.
	Lt. and Mrs Sharp, R.N.
	Mr and Mrs Dobbie
	Mr and Mrs Doyle
	Mr A. Sinclair
	Mr G. A. Dutton
	Mr O. Skott
	Mrs Fingalson and child
	Lt. Col W. H. Usher Smith, A.O.D.
	Mr and Mrs B. A. Hale
	Mr and Mrs Scofield
	Capt. & Mrs Stanley, nurse and child
	Mr & Mrs A. Gibson
	Col. Gordon Hall, R.A.M.C.
	Mr and Mrs G. B. Stewart & children
	Mr Hancock
	Miss Taylor
	Mr H. A. Haseland
	Mr O. Wagner
	Capt. & Mrs Hodgins
	Mr N. C. Walker
	Mrs Hoybtender and child
	Mr David Wood
	Capt. Whitfield A.O.D.
	Major Humphreys, R.E.S.

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Mr and Mrs J. H. Backhouse	Mr & Mrs J. H. Little
Mr F. Bevington	Mr J. C. McCutcheon
Mr and Mrs J. W. Bolles	Mr Carl Menzell
Mr & Mrs C. Bollos	Mr K. S. Morrison
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Mr and Mrs F. K. Brownrigg	Mr A. D. Openshaw
Mr and Mrs A. E. Carleton	Mrs F. M. Richards
Mr and Mrs S. Chalmers	Mr & Mrs J. Robertson
Mr and Mrs F. K. Chinchen	children and nurse,
Mrs Bowdler	Mr Benbow-Rowe
Major Bowen, A.P.D.	Mrs G. Sachse
Attorney-General	Mr and Mrs A. E. W. Salt
J. Bucknill	Mr and Mrs S. J. Schoettler
Mr W. A. Butterfield	Mrs A. L. Shields
Mr M. Cary	Capt. C. V. S. Skrimshire, R.A.
Mr and Mrs Curries	Mr C. J. K. van der Wal
Major Davy, R.E.	Mr P. D. Wilson
Mr and Mrs Dobbie	
Mr and Mrs Doyle	
Mr G. A. Dutton	
Mr and Mrs Fingalson	
Mr and Mrs Gardner	
Mr and Mrs Hancock	
Mr and Mrs Hodgins	
Mr and Mrs Hoybtender	
Mr and Mrs Humphreys	

GRAND CARLTON HOTEL.

Mr & Mrs Almberg	Mr and Mrs F. Goodman & child
Mr and Mrs B. A. Belantine	Mr A. J. Gordy
Mr G. Barnes	Mr T. M. Hollame
Mr A. C. Benfield	Mr W. Jackels
Mr & Mrs W. Bishop and child	Mr W. G. Johnston
Mr S. G. Bolden	Mr K. Kaigh
Lieut R. E. B. Brawse	Mr N. Kitazaw
Mr and Mrs Bryant	Mr A. R. W. Liddle
Mr Cochrane	Mr S. Paul
Mr Cooke	Mr C. W. Randall
Mr and Mrs A. B. Crow	Mr H. Range
Mr C. Franck	Mr Reinhold
Mr Holfully	Mr Rhodes
Mr Johnston	Mr and Mrs Roberts
Mr Kohl	Mr C. Barth
Mr McNally	Mr St Ho
Mr and Mrs Meyer	Mr & Mrs Villiers
Miss Oakes	Mr Wilkie

SEAMEN HOTEL.

Mrs A. C. Akahurst	Mr P. C. Hilton
Mr and Mrs T. M. Allott & child	Mr Wm. Loy
Mr and Mrs T. Bell and child	Mr H. Lehmann
Major & Mrs T. Bolton	Mr F. L. Payne
Mr George Cormack	Mr & Mrs R. Pibble
Mr G. R. Edwards	Mr Tse Hinsay
Mr D. A. Goodwin	Mrs J. Sante & child
Mr I. Grosshiem	Mrs A. H. Smith
Mr L. Guy	Mr R. D. S. Smith
Major & Mrs Hardman and children	Mr H. Waller
	Capt. & Mrs Wilson
	Capt. & Mrs Worrall

GRAND HOTEL.

Mr and Mrs Allen	Miss W. Osbery
Mrs Amery	Mr Raymond
Mr Coffmann	Mr Rösli
Mr Cooke	Mr Schroeder
Mr and Mrs A. B. Crow	Mr H. Range
Mr C. Franck	Mr Reinhold
Mr Holfully	Mr Rhodes
Mr Johnston	Mr and Mrs Roberts
Mr Kohl	Mr C. Barth
Mr McNally	Mr St Ho
Mr and Mrs Meyer	Mr & Mrs Villiers
Miss Oakes	Mr Wilkie

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$15,000,000
RESERVE FUNDS—
Sterling
£1,500,000@ 2/- = $15,000,000
Silver 17,450,000
$32,450,000
RESERVE LIABILITY OF PROPRIETORS $15,000,000

COURT OF DIRECTORS.

Hon. Mr D. Landale —Deputy Chairman.
G. Friesland, Esq. | W. L. Pattenden, Esq.
E. Goetz, Esq. | J. A. Plummer, Esq.
C. S. Gubbay, Esq. | Hon. Mr S. Shellim.
P. H. Holyoak, Esq. | H. A. Siebs, Esq.
G. R. Lauronz, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABB.

MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months 2½ per cent. per annum.
" 6 " 3½ " "
" 12 " 4 " "

N. J. STABB,
Chief Manager.
Hongkong, Oct. 11, 1913.

HONGKONG SAVINGS BANK

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
N. J. STABB,
Chief Manager.
Hongkong, July 1, 1912. 1517

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

PAID-UP CAPITAL£1,200,000
RESERVE FUND£1,700,000
RESERVE LIABILITY OF PROPRIETORS£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT,
Acting Manager.
Hongkong, April 9, 1913.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital... £1,500,000
Subscribed 1,125,000
Paid-up 562,500
Reserve Fund 415,000

BANKERS.
BANK OF ENGLAND.
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON
Manager.
Hongkong, July 1, 1913. 822

THE YOKOHAMA SPECIE BANK, LTD.

ESTABLISHED 1880.

AUTHORISED CAPITAL...Yen 40,000,000.00
PAID-UP CAPITAL ,, 30,000,000.00
RESERVE FUND ,, 18,550,000.00

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES AT

ANTUNG-HSIEN	LYONS
BOMBAY	NAGASAKI
CALCUTTA	NEWCHWANG
CHANGCHUN	NEW YORK
DAIREN (DALNY)	OSAKA
FENGTIEN (MUKDEN)	PEKIN
HANKOW	RYOJUN (PORT ARTHUR)
HONOLULU	SAN FRANCISCO
HARBIN	SHANGHAI
KOBE	TIENTSIN
LIAO-YANG	TSINGTAU
LONDON	TOKIO
LOS ANGELES	

Interest allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO,
Manager.
Hongkong, July, 1913.

BANKS

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York
LONDON OFFICE: 38, Bishopsgate, E.C.

BRANCHES:

Bombay.	Kobe.
Calcutta.	Manila.
Canton.	Mexico.
Cebu.	Panama.
Colon.	Peking.
Empire.	San Francisco.
Hongkong.	Shanghai.
Hankow.	Yokohama.

CAPITAL AND RESERVE G $7,200,000
Equal... £1,480,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 % per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED & COLLECTED.

MAILS and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS CHECKS sold and cashed.

GEO. HOGG,
Manager,
No. 9, Queen's Road Central,
Hongkong, October 21, 1913.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).

ESTABLISHED 1824.

AUTHORISED CAPITAL } f. 60,000,000 = (£ 5,000,000.-)
PAID-UP CAPITAL } ...f. 45,000,000 = (£ 3,750,000.-)
RESERVE FUND } ...f. 8,292,168.- = (£ 687,680.-)

HEAD OFFICE—AMSTERDAM.
HEAD AGENCY—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Djember, Cheribon, Tegal, Pecalongan, Tjilatjap, Soerakarta, Djocjakarta, Bandoeng, Padang, Medan, Tebing Tinggi (Deli), Palembang, Telok Betong, Kota-Radja, (Achcen), Macassar, Bandjermasin.

Correspondents at Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS:—The Union of London and Smiths Bank, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent in Great Britain, America, and Australia, and transacts a banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per Annum on balances.
Fixed Deposits 12 months 4 % per Annum
Do. 6 months 3½ % Do.
Do. 3 months 3 % Do.

A. F. VAN REES, *Agents.*
Hongkong July 16, 1913.

AGENT

LONDON:—F. ALGAR, 11 & 2 *Clement's Lane, Lombard Street* E.C. F. B. BROWN & Co., Ltd., 163 *Queen's Road, Victoria St.* CLARKE, SON & PLATT, 95 *Gracechurch St.*, E.C. G. STREET & Co., Ltd., 30 *Cornhill.* GORDON & GOTCH, 15 *St. Bride St.*, E.C. ROBERT WATSON, 15 *Fleet Street.* C. MITCHELL & Co., *Snow Hill, Holborn Viaduct*, E.C. D. J KEYMER & Co, 3 *Whitefriars St.* E.C. MATHER & CROWTHER, Ltd., 10, 11, 12 *New Bridge St.*, E.C.

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THE CHINA MAIL, LTD.
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PRICE . . . 20 cents.

IF you happen to be late your meals will be Courteously and Promptly served just the Same. Only at THE ALHAMBRA CAFE.

A Celebrated Violiniste



Nervous Fatigue, Languor—

The *power to excel*, the *confidence* which ensures her brilliant successes, says the talented violinist, Miss Sybil Keymer, is entirely due to her abundance of vigorous *nerve force* created by Phosferine. How greatly the numerous distinctions and triumphant career of this accomplished musician are promoted by the *brain energy* and *physical stamina* developed by Phosferine, is evident from Miss Keymer's admission that the tonic "enabled me to *do myself justice*." This *power* to excel, this *ability* to make *perfect use* of her skill, depends upon the marvellous *control* and *steadiness* of the *muscle nerves* Phosferine has given her, and to which she owes the entrancing tone and quality of her musical renditions. Naturally, this energising effect of Phosferine was accompanied by the disappearance of the headaches, listlessness, and fatigue, which were the bane of her public appearances, and it is this happy outcome which impels Miss Keymer to testify to the exceptional advantages to be derived from Phosferine.

Promptly Remedied.

Miss Sybil Keymer, "Riversmere," Albany Rd., Leighton Buzzard, Eng., writes: "I think I should inform you that I have recently derived very great benefit from the use of Phosferine. In the course of my profession I have to travel a good deal in getting to my various concerts, and I find that since using Phosferine I am never troubled with the headaches and listlessness which follow a long railway journey, particularly during hot weather. This is of very great importance to me, as frequently only a very little time elapses between reaching my destination and the commencement of a concert, and it is such a relief to feel fresh and ready for playing in public undisturbed by the fatigues of long travelling. It is because I feel that Phosferine enables me to do myself justice as a violinist, preventing any of the unsteadiness of the muscle nerves, which is so harmful to tone and quality, that I confidently commend the tonic at every opportunity."—July 11, 1912.

PHOSFERINE
GREATEST OF ALL TONICS

A PROVEN REMEDY FOR

Influenza	Maternity Weakness	Lassitude	Sleeplessness
Indigestion	Premature Decay	Neuritis	Rheumatism
Neuralgia	Mental Exhaustion	Faintness	Headache
Sciatica	Loss of Appetite	Brain Fag	Hysteria
Exhaustion	Nervous Debility	Backache	Anæmia

And all disorders consequent upon a reduced state of the nervous system.

The Royal Tonic

Phosferine has been supplied by Royal Commands

To the British Royal Family	H.M. the Queen of Spain
H.I.M. the Empress of Russia	H.I.M. the Dowager Empress of Russia
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H.M. the King of Greece	H.R.H. the Grand Duchess of Hesse
H.M. the Queen of Roumania	The Imperial Family of China

And the Principal Royalty and Aristocracy throughout the world.
Price in Great Britain: Bottles, 1/1½, 2/9 & 4/6. Sold by all Chemists, Stores, &c.

The 2/9 size contains nearly four times the 1/1½ size.

PROPRIETORS—ASHTON & PARSONS, LTD., LONDON, ENGLAND.

EX-CONVICT'S CONFESSION.

A HOMICIDAL MANIAC.

NEW YORK, Oct. 7.

With the arrest last night in Chicago of an ex-convict, known as Henry Spencer, and several other aliases, for the murder of Mrs. Mildred Allison Rexroat, the police, according to the man's own confession, have unearthed one of the most dangerous wholesale homicidal maniacs this country has ever produced. Besides Mrs. Rexroat, Spencer declares that he has killed twelve persons, most of them women, including two "wives," and in every instance his sole motive was robbery.

Spencer is a mild-looking man of 33 years of age, clean-shaven, of medium height and wears spectacles. He never knew his parents, and first remembers life in a reformatory school. Altogether he has whiled away sixteen years in gaol, and when at liberty he spent most of his time in Chicago's popular cafés. Spencer does not drink or smoke tobacco, but indulges occasionally in opium.

THE FIRST CRIME.

According to his sworn confession, Spencer murdered his first man and woman fourteen years ago. Since January this year he has killed eight people, he says, and obtained from those victims and minor robberies a total sum of £1,400. Each crime, he admitted, was committed solely because he found killing the easiest method to obtain money. When asked how he slew his victims, Spencer calmly replied:

"If I could get them coming upstairs I found a hammer handy. If I was alongside them I used a gun, and sometimes if the girl wasn't strong I'd tie her up and choke her so as to have the least trouble. I can not say how many persons I have killed. I am telling you of all I remember just now, but there may have been others."

Among other crimes Spencer confessed to being the burglar who tied two women and a man to beds in rooms over a Milwaukee confectioner's, shot the man to death, and set fire to the shop. The women were rescued from the flames with difficulty. Spencer says he did not have to kill two of his "wives," because he had obtained all their money and jewellery by other methods.

So far as Spencer could remember nine of his victims were women.

"I preferred killing women," he said, "because they are easier."

He refused to give the names of his female victims on the ground that they were social outcasts and their names did not matter.

As regards the murder of Mrs. Rexroat, Spencer declared that he first met her at a dance, and feigned ignorance of dancing so that she might teach him. They met often after that, and finally Spencer invited her to visit the town of Wayne with the idea of opening a dancing hall there and teaching the tango and other modern dances. On arriving at a secluded spot not far from Wayne, Spencer shot the woman in the head, took her diamond ring and suit-case, and placed the body across the railway tracks.

THE "F" RAYS.

ITALIAN'S INVENTION.

FLORENCE, Oct. 7.

Signor Ulivi, the inventor of the machine by which, according to his claim, ammunition depôts can be blown up at a distance, is now in Florence. He has given an explanation of his invention to a newspaper representative, stating during the interview that the machine projects to any distance rays, designated as "F" rays, at a speedy of 360,000 metres a minute. These rays declares Signor Ulivi, have the power of causing electric sparks upon all metallic objects with which they come in contract.

When the "F" rays are directed upon a battleship electric sparks flash out everywhere in the exterior and interior of the vessel, and the sparks occurring in the ammunition magazines cause the explosion of the ammunition.

The inventor has made a number of experiments, which he states have resulted in success. He owes his invention to chance. While he was endeavouring, in his laboratory at Clichy, to transform solar light into electricity, he attempted to produce electro-magnetic vibrations, and found that the undulations caused all metallic objects in the laboratory to sound on the production of a spark of great intensity. Then he studied the new phenomenon, and succeeded in completing his machine.

Signor Ulivi gave the following account of his first practical experiment: "One evening I thought of projecting the F-rays against the gas meter. I did so, and the meter blew up. My laboratory was destroyed, and I escaped by a miracle. From that time I made further experiments in a similar direction, and having obtained permission to embark on the yacht Lady Henriette, at Trouville, I blew up three mines in the port in the presence of a number of French officers. Henceforth I was sure of the terrible efficacy of my machine.

"I have come to Italy to offer my invention to the Italian Government, which is about to carry out experiments with it.

"These experiments will take place at Spezia, and several old ships and torpedo boats will be stationed.

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, October 23rd, 1913, at 100 cents per Dollar Mexican.

Butcher Meat.

Beef Sirloin & Prime Cut—Mei Lung Ha	lb	cts.	18
,, Corned—Ham Ngau Yuk	,,		18
,, Roast—Shiu ,, ,,	,,		18
,, Breast,—Nagu Lam ,,	,,		12
,, Soup,—Tong Yuk ,,	,,		15
,, Steak,—Ngau Yuk Pa	,,		18
,, ,, Sirloin Cotom—Ngan Lau	,,		28
,, Sausages,—Ngau Chaung	,,		20
Bullock's Brains—,, Know	per set		10
,, Tongue fresh,—Ngau Li	each		45
,, corned—Ham Ngau Li	,,		55
,, Hard,—Ngau Tan	,,		60
,, Heart,—Ngau Sum	,,		12
,, Hump, Salt—Ngau Kin	,,		15
,, ,, Salt ,,	,,		18
,, Foot,—Ngau Kark	,,		8
,, Kidneys,—Ngau Yiu	,,		9
,, Tail—Ngau Mei	,,		18
,, Liver,—Ngau Kon	lb		12
,, Tripe (undressed)—Ngau To	,,		6
Calve Head & Feet—Ngau-chai-tau-kark	set		$1
Mutton Chop,—Yeung Pei Kwat	lb		25
,, Leg,—Yeung Pei	,,		25
,, Shoulder,—Yeung Shau	,,		22
Pigs Chitlings—Chu Chong	,,		27
,, Brains—Chu Know	per set		2
,, Feet,—Chu Kark	lb		12
,, Chu Chae	,,		3
,, Head,—Chu Tau	,,		18
,, Heart,—Chu Sum	ea		10
,, Kidneys,—Chu Yiu	,,		8
,, Liver,—Chu Con	lb		24
Pork, Chop,—Chu Pai Kwat	,,		23
,, Leg,—Chu Pei	,,		27
,, Fat or Lard,—Chu Yau	,,		24
,, Chu Trap Pig's Fry	,,		30
Sheeps' Head and Feet,—Yeung Tau Kark	set		65
,, Heart,—Yeung Sum	each		7
,, Kidneys,—Yeung Yiu	,,		9
,, Liver,—Yeung Con	lb		25
Sucking Pigs, To Order—Chu A	,,		22
Suet, Beef,—Sang Ngau Yau	,,		19
,, Mutton,—Sang Yeung Yau	,,		25
Veal,—Ngau Chai Yuk	,,		18
Sausage,—Ngau Chai Chaung	,,		—

Poultry.

Chicken,—Kai Chai		cts	30
Capons, Large, mall,—Sin Kai			28
Ducks,—Ap			24
Doves,—Pan Kau		,,	18
Eggs, Hen—Kai Tan		per doz.	20
Fowl-,Canton,—Kai		lb	34
,, Hainan,—Hoi Nam		,,	28
Geese,—Ngoi Kai		,,	28
Geese, Wild S'hai,—Shang-hu Yea Ngoi		pair	—
Musk Deer,—Wong Kang		each	—
Hare, Shanghai,—Tu Chai			—
Partridge,—Che Khoo		,,	70
Pheasant,—Shan Kai		pair	$1.50
Pigeons, Canton,—Pak Kup		each	32
,, Hoihow.—Hoi How Pak Kup		,,	22
Quail,—Um-Chun			18
Rice Birds,—Wo Fa Cheur		dozen	50
Snipe,—Sa-Choy		each	20
Turkeys Cock—Phor Kai Kung		lb.	60
,, Hen. ,, ,,		,,	45
Wild Ducks, S'hai,—Shang-hoi Sui Ap		,,	$1.20
Teal,—Sui Ap Chai,			60
Wild Ducks Canton—Sang-Shing Sui Ap			$1.25

Fish.

Barbel,—Ka Yu		cts.	8
Bream,—Bin Yu		,,	14
Canton Fresh Water Fish,—Hoi Sin Yu		,,	14
Carp,—Li Yu		,,	20
Catfish,—Chik Yu		,,	18
Codfish,—Mun Yu		,,	18
Crabs -Ha		,,	24
Cuttle Fish,—Muk Yu		,,	15
Dab,—Sa Mang Yu		,,	15
Dace,—Wong Mei Lun		,,	11
Dog Fish—Tit Tu Sa		,,	8
Eels, Conger,—Hoi Mann		,,	16
,, Fresh water,—Tam Shi Y		,,	15
,, Yellow,—Wong Sin		,,	24
Frogs,—Tien Kai		,,	28
Garoupa,—Sek Pan		,,	56
Gudgeon,—Pak Kup Yu		,,	12
Herrings,—Tso Pak		,,	20
Halibut,—Cheung Kwan Kup		,,	32
Labrus,—Wong Fa Yu		,,	22
Loach,—Wu Yu		,,	28
Lobsters,—Lung Ha		,,	32
Mackerel,—Chi Yu		,,	20
Monk Fish,—Mung Yu		,,	32
Mullet,—Chai Yu		,,	20
Oysters,—San Co		,,	23
Parrotfish,—Kai Kung Yu		,,	16
Perch,—Tan Loo		,,	15
Pike,—Fa Paw Pong		,,	8
Plaice,—Pan Yu		,,	18
Pomfret, Black,—Hak Chong		,,	32
Pomfret, White,—Pak Chong		,,	28
Prawns,—Ming A		,,	44
Ray—Pai Pa Sa		,,	8
Rock Fish,—Sek Ha Kang		,,	18
Roach—Chow Yu		,,	10
Salmon,—Mi Yau Yu		,,	32
Shark,—Sa Yu		,,	9
Skate,—Po Yu		,,	10
Shrimps,—Ha		,,	20
Snapper,—Lap Yu		,,	20
Soles,—Tat Sa Yu		,,	16
Tench,—Wan Yu		,,	16
Turbot,—Cho How Yu		,,	20
Turtles, small, fresh water,—Kuk Yu		,,	60
White Bait,—Ngau Yu Chai			—

Fruits.

Almonds,—Mung Yan		cts	30
Apples (California)—Kam San Pung Kho		,,	20
,, (Chefoo)—Tin Chun Ping Kho		,,	—
,, Small,—Hoi Tong		,,	—
,, Custard.—Fan Lai Chi		each	—
Bananas, fragrant, Canton,—Jau Sain Heung Chiu		,,	3
Bananas, (brides), Macao,—San Heung Chiu		,,	3
Chestnuts, Chinese,—Fong Lut		,,	10
Carambola,—Yeung Tse		,,	12
Cocoanuts,—Yeh Tse		each	12
Lemons, China,—Ning Moong		lbs.	8
,, America.—Kum San Ning Moong		,,	8
Lichees Dried,—Lai Chi, small Stone		lb	30
,, Fresh— ,,		,,	—
Limes, (Saigon)—Sai Kung Ning Moong		each	—
Mango, Manila,—Lui Sung Mong		,,	—
Mangosteens,—San Chuk Tse		lbs	—
Oranges, (Canton)—San-shing Tim Ching		lb	5
Oranges Sweet		,,	6
Pears, (American),—Kam San Shoot Li		,,	—
,, (Canton), Cooking,—Sa Lay		,,	15
Peanuts,—Fa Sang		,,	12
Persimmons Large,—Hung Chie		,,	10
Pine-apples, 1st quality,—Poon Ti Paw Lai		each	—
,, 2nd ,, —Chung-tang Paw Law		,,	—
Plantain,—Tai Chieu		lb	8
Plums,—Swatow, Hung Lai		,,	—
Pumelo, Siam,—Chim Lo Yau		each	15
,, Shanghai,—Lo Kwab		,,	—
Walnuts,—Hop Tao		lb	12
,, Green,—Sang Hop Tao		,,	—
Water Melon,—Kom San Sai Kwa		each	—
,, (China) Sai Kwa		,,	—
Grapes,—Sang Po Tai Tse		,,	30

Vegetables etc

Artichokes, Shanghai,—Sheung-hoi An Chi Cheuk		lb	10
Beans, (French), Macao,—Oh Moon Pin Tau		,,	15
,, (French), Shanghai,—Sheung Hai Pin Tau		,,	15
,, Sprout,—An Chu,		,,	5
,, Long,—Tau Ko		,,	8
Beet Root,—Hung Choi Tan		each	6
Brinjals, Green,—Ching Yuan		,,	6
,, Red,—Hung Ker		,,	6
Cabbage, Chinese, com,—Kai Choy		,,	10
Cabbage Red,—Hung Yen Choy		,,	—
Cabbage, Shanghai,—Yeh Choi		,,	12
Cabbage, Shanghai,—Kau Shun		lb	10
Cane Shoots, bunch,—Kau Shun		,,	—
Cauliflower, Large size Tai Yeh Cho Fa		each	—
,, Medium size,—Cheung Yeh Cho Fa		,,	—
,, Small size,—Sai Yan Choi Fa		,,	—
Carrots,—Kam Shun		lb	8
Celery, Chinese,—Tong Kan Choi		,,	10
,, Enc ish,—Yeung ,, ,,		,,	—
Chillies Dried,—Jon Lat Chiu		,,	30
,, Red,—Hung Far		,,	18
,, Green,—Ching La Chiu		,,	15
Curry Stuff, English,—Kar Lee Chw Lie		,,	12
Cucumbers,—Ching Kwa		,,	8
Bitter Squash,—Fu Kwa		,,	10
Garlic,—Qua Tau		,,	8
Ginger, young,—Sun Tse Keung		,,	6
,, old,—Lo Keung		,,	8
Horse Radish, S'hai,—Lik Kwa		,,	20
Indian Corn,—Suk Mai		each	—
Lettuce,—Yeung Sang Chei		,,	1
Water Chesnuts,—Ma Tai		lb	6
,, Mandarin,—Kwai Lum Ma Tai		,,	8
Mushrooms, Fresh,—Sang Cho Koo		,,	30
Musk Melon, Amer.—Kam-san Hong Kwa		each	—
Okroes,		lb	15
Onions, Bombay,—Yeung Chong Tau		,,	10
,, Green,—Sang Chong		,,	6
,, Shanghai,—Shang-hoi Chong Tau		,,	5
Papaw, 1st qual,—Tai Mau Gua Kua		each	—
,, 2nd ,,		,,	—
Parsley,—Kan Chu		,,	—
Green Peas,—Ching Tau		,,	—
Potato, Sweet,—Fan Shu		lb	3
,, Shanghai,—Shang-hoi Sna Chu		,,	—
,, Japan,—Yut Poon Shu Tse		,,	3
,, American,—Wa K ,, ,,		,,	8
,, Foochow,—Fook-chow Shu Tse		,,	—
Pumpkin,—Tong Kwa		,,	3
Radish,—Hung Lo Pak Tsai		—	5
Rhubarb (Fresh),—Tai Wong		,,	—
Sage,—Tse So		,,	—
Shallots,—Gon Chee Tau		,,	6
Spinach,—Yin Ch		,,	5
Tomatoes,—Fan Kee		,,	6
Taro,—Wu Tau		,,	5
Turnips, Punti, (Long),—Lo Pak		,,	4
,, English,—Yeung Lo Pak		,,	—
Vegetable Marrow,—Chit Kwa		,,	4
,, (Am.)—Kam-san Chit kwa		,,	—
Water Cress,—Sai Yeung Cho		lb	12
Lily root,—Lin Ngau		,,	6
Yams,—Tu Shu		,,	8

The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to sell at any particular price. By ORDER OF THE BOARD,
Secretary, Sanitary Board.

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THE MAN WHO LAUGHED.

The desert stretched before him green and fresh with the summer rains, the hot sun poured down, on the edge of the horizon, the great white cumulus clouds piled up like snowy mountains, and the air was like champagne. The Englishman rode slowly, and followed after him his outfit, a couple of blue tilted Peking carts. With him were two Chinese merchants, who were taking advantage of his presence to enter the forbidden land.

There came a dot on the horizon, a couple of black specks against the snowy cloud, and the Chinese riding on the shafts of the front cart called shrilly to their foreign friend. They were men of peace, and in the desert there was not peace.

"Gracious order," said they, "that honourable rifles be ready."

And the Englishman laughed.

"If now," said he, "they are hunghutzes I may get a photograph."

"The tiger," they reminded him, "even when he plays has claws."

And the desert men hesitated, came forward, hesitated, and came forward wearily again till they were within hailing distance, and the Englishman rode forward shouting in greeting the only Mongolian words he knew. Then he called up his interpreter, an unclean lama in a purple robe with a shaven head and a little cap upon it, and the strangers rode up.

"Master," said the lama in Chinese, "they are robbers."

"If so, hunghutzes," said the Englishman. "Ask them if they want anything."

"They want nothing from the Master when they are two to one man. I tell them the Master has more rifles than gold," and out of the corner of his eye the Englishman saw that his Chinese friends were unostentatiously protruding from the tilt of the cart the barrel of a rifle, and he laughed again.

"Ask them," said he, "if their yurts are near."

"Master," translated the lama into Chinese, "he says they are but ten short li to the East. It is well we have met, for the wolf will not camp near the tiger."

"Meaning me for the wolf, I suppose," said the Englishman. "Ho, ho! Ask them if they will take us to their yurts."

"They will take the Master to their yurts, but it is not well to go. The wolf—"

"The wolf pack," said the Englishman, falling into the metaphor of the East, "have a nasty habit of revenging one of their number, and the tiger knows that quite well."

"Master, they say that the greatest chief of all their chiefs is at the yurts."

"Then I'll go and pay him a morning call, by Jingo, and present him with his own picture!"

The Chinese were shrill in their protestations. To literally walk into the tiger's lair—

But the Englishman rode light heartedly across the desert, his rifle across his shoulder and his camera beside it, his reluctant interpreter a little behind him, and his two guides one on either side. In a very few minutes there were black specks on the green, and he knew them for Mongol yurts more than he had met together yet. The man besides him came a little closer.

"Master," called his interpreter, protesting, but he paid no heed, and rode on.

The people were crowding outside the skin tents now, men dressed like those who had brought him, women with unbelted robes and high headdresses ornamented with turquoises and rubies, and little dark-skinned children who in the warm and pleasant weather were nothing at all.

Just for one moment his heart misgave him. There must be at least forty men here, and if they were hostile— But there could be no going back now, and he sprang from his horse and flung his rifle down with a laugh. He knew the Mongols. He must not enter their tents armed, but for all that he felt within his shirt with some satisfaction the pressure of his revolver, and knew that, all being well, he held some lives in his hand. Then he went forward, and out from the yurt stepped the very great chief. There was nothing to distinguish him from his people. His face was burnt nearly black from the summer sun, his dark robe was dirty and torn, and one or two greasy black locks escaped from beneath his pointed cap, but he was a very great chief. The Englishman saw that in the deference his following gave him.

"He asks," said their interpreter, after greetings had been given and received, "if the Master is a very great chief."

"A very great chief," said the Englishman, wondering what he would have to endure.

"He says," translated the interpreter, "he is glad to see the Master. He has long wanted a foreign chief in his power—"

"Oh, hang it all!" said the Englishman in his own tongues.

"So that he may show his people how great a man he is."

"The devil!" ejaculated the surprised Englishman, and more surprised still was he when a couple of men laid their hands on his shoulders.

"He asks," he said in English, and his hand flew to his belt, but he was not quick enough. Hands like iron were on his arms, and he could not [illegible]

"Here, I say—Interpreter, you tell them—say it will make much trouble if they dare to touch me," and still he was not annoyed, hardly afraid.

"He says," went on the interpreter with the deliberateness of the Oriental, "he is a very great chief. He will show his people that he can kill a foreign chief."

"What the——" and he laughed. "He daren't kill me. My people are like the blades of grass in the valleys, and for every hair on my head they will take a man. I am a very great chief," and he looked at the Mongol and laughed, and that worthy laughed back, as if they understood one another. But not for one moment did the hands of his captors relax. Slowly he was forced out into the plain out before the people who had ringed him round, and his captors were binding his hands.

He taunted them and laughed, laughed loud at the trick they were playing upon him, at the trouble they were bringing upon themselves, and they laughed with him cheerfully.

"Interpreter?"

"He kill the Master to show how great a man he is."

"Where?" And he did not flicker an eyelid.

"Now."

Now, now! He looked up at the blue sky, at the sunlight on the grass; he breathed into his lungs deep draughts of the air; this was the life he had loved, that he had given up wealth and pride of place and love of woman for, and it had got him at last. Surely, it was not possible, it was utterly impossible; one moment the glorious sunshine, the next——. What next? The question we shall all ask some day but not in the pride of our youth and strength, please God.

They led him out, and he knew as he looked down the rifle barrels that he was looking his last on life, that he had thrown it away, but he would not flinch, before these desert men he must not fail.

"Ask him," said their great Chief, "why he laughs."

"I laugh," said the Englishman, holding his head high for the honour of his country, "because I think of the great reckoning my people will take!" and as he laughed the rifles rang out, and he was lying face upwards to the sky, the smile still on his face.

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The directors, in notifying the hands of the bonus, thank them for their loyalty and efficiency during the past twelve months, and trust that the new year will be equally successful.

"We feel," they say, "that all can help to secure this result—

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"By taking keen interest in your work, and endeavouring to excel therein.

"By concentrating your thought and attention on the work in hand, and so preventing waste of valuable time.

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CAFE ANTARCTICA.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	I.H.P.	Commander.	Last reported at
Alacrity	despatch-vessel	1850	2	2000	Comdr. Archibald Cochrane	Chinkiang
Athos	Admiralty tug	—	—	—	Master W. Wert	Penghu
Bramble	river gunboat	710	2	900	Lt.-Comdr. B. S. Prichard	Shanghai
Britomart	river gunboat	710	2	900	Lieut.-Comdr. W. H. Darwall	Shanghai
Cadmus	sloop	1070	6	1400	Comdr. H. P. E. T. Williams	Shanghai
Cherub	water tank and tug	390	—	300	Master H. Smith	Hongkong
Cho	sloop	1070	6	1400	Comdr. Colin Mackenzie, D.S.O.	Shanghai
Fame	torpedo boat destroyer	860	6	5700	— —	Hongkong
Hampshire	cruiser, 1st class	10,850	10	20,500	Capt. M. R. Hill	Hongkong
Kinsha	river gunboat	810	4	1200	Lt.-Comdr. H. D. Marryat	Yangtsze
Merlin	sloop	1040	—	—	Capt. F. C. C. Pasco	Labuan
Monmouth	cruiser, 1st class	14,800	—	27,000	Capt. E. B. Kiddle	Chinkiang
Moorhen	cruiser, 1st class	9800	—	22,000	Capt. H. H. F. Bartolot	Hongkong
Newcastle	river gunboat	1040	2	800	Lt.-Com. Alan Dixon	Chefoo
Nightingale	cruiser, 2nd class	4800	12	22,000	Capt. Frederick A. Powlett	Cruising
Otter	river gunboat	85	2	240	Lieut.-Com. Malcolm Murray	Yangtsze Rivers
Ribble	torpedo boat destroyer	350	6	6300	Lt.-Comdr. R. Wilkinson	Hongkong
Rosario	torpedo boat destroyer	590	—	7500	Lt.-Comdr. E. J. G. Mackinnon	Hongkong
Robin	depot ship, submarines	980	—	1400	Comdr. N. E. Archdale	Hongkong
Sandpiper	river gunboat	25	2	240	Lt.-Comdr. Nash	West Rivers
Snipe	river gunboat	85	2	240	Lt.-Com. J. A. S. Hutton	Hongkong
Taku	torpedo boat destroyer	350	6	6300	Lt.-Comdr. Maurice B. Leslie	Yangtsze Rivers
Tamar	torpedo boat destroyer	350	6	6300	Gunner W. H. Ryder	Hongkong
Teal	receiving ship	4350	—	—	Commodore R. H. Anstruther, C.M.G.	Hongkong
Thistle	river gunboat	180	2	800	Lt.-Comdr. Hon. G. Stopford	Upper Yangtsze Rivers
Usk	river gunboat	710	2	900	Lt.-Com. H. R. N. Cottrell-Dormer	Cruising
Virago	torpedo-boat destroyer	590	—	7500	Lt.-Comdr. Maxwell	Hongkong
Welland	torpedo boat destroyer	355	6	6500	Lieut.-Com. Boddam-Whetham	Hongkong
Whiting	torpedo-boat destroyer	590	—	7500	Comdr. Seymour	Hongkong
Widgeon	torpedo boat destroyer	360	6	6900	Lt.-Comdr. R. Neville	Hongkong
Woodcock	river gunboat	195	2	800	Lt.-Com. J. C. F. Borrett	Upper Yangtsze Rivers
Woodlark	river gunboat	150	2	500	Lt.-Com. M. Blackwood	Yangtsze Rivers
Yarmouth	river gunboat	150	2	500	Lt.-Comdr. Lloyd	Yangtsze Rivers
	cruiser, 2nd class	4360	—	7000	— —	Shanghai
C.36	submarine	—	—	—	Lt. Comdr. F. J. McGillewie	Hongkong
C.37	submarine	—	—	—	Lt.-Comdr. J. Gaimes	Hongkong
C.38	submarine	—	—	—	Lt. Comdr. R. K. C. Pope	Hongkong
.035	torpedo boat	—	—	—	Lt. Comdr. Handley	Hongkong
.038	torpedo boat	—	—	—	Lt. Comdr. Stileman	West Rivers
.037	torpedo boat	—	—	—	Lt. Comdr. Nicol	West Rivers
.058	torpedo boat	—	—	—	Lt. Comdr. H. W. Seymour	Hongkong

* Flagship of Vice-Admiral T. H. M. Jerram, C.B., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tons	Guns.	H.P.	Captains.	Last report at
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	—	—	Capt. Makovitz	Foochow
Dupleix †	French armoured cruiser	10,014	30	20,000	Capt. Davelny	Hongkong
Kleber	French armoured cruiser	9770	12	19,600	Capt. Gouta	Saigon
Decidée	French gunboat	645	10	1700	Lieut. Vandier	Saigon
Argus	French river gunboat	180	6	570	Lieut. Dordet	Canton
Vigilante	French gunboat	123	7	500	Lieut. de Jervillier	Canton
Peiho	French gunboat	130	—	—	Lieut. Collin	Tsinglan
Dondard de Lagree	French gunboat	—	—	—	Lieut. Dupuy Dutemps	Tchong-King

† Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.

Lynx	French sub-marine	—	—	—	Lieut. Boluix	Saigon
Protee	French sub-marine	—	—	—	— —	Saigon
* Styx	French armoured gunboat	1798	10	1700	Lieut. Guillaume-Louis	Saigon
Fronde	French destroyer	350	7	808	Lieut. Aurillac	Saigon
Tberville	French destroyer	—	—	—	Capt. de Frigate Rouisan	Saigon
Pistolet	French destroyer	130	7	300	Comdr. de Marquessac	Saigon
Mousquet	French destroyer	307	6	300	— —	Saigon
Manche	French surveying-ship	1625	10	9000	Comdr. Voisin	Saigon

* Flagship of Capt. (Commodore) Boucicaut, Commanding the local defence Indo China

Emden	German cruiser	3600	22	13,500	Capt. v. Restorff	Swatow
Gneisenau	German armoured cruiser	11,600	36	28,000	Captain Brunninghaus	Tsingtau
Iltis	German gunboat	900	12	1300	Comdr. v. Gotzen	Shanghai
Jaguar	German gunboat	900	12	1300	Comdr. Vanselow	Tsingtau
Leipzig	German cruiser	3250	24	11,000	Capt. Behncke	Tsingtau
Luchs	German gunboat	900	10	1350	Comdr. Bendemann	Tsingtau
Nürnburg	German cruiser	3400	22	13,200	Capt. Mörsberger	Tsingtau
Otter	German river gunboat	—	—	—	Capt. Lieut. Fiek	Yangtsze Rivers
Scharnhorst	German flagship	11,600	36	26,000	Capt. Röding	Tsingtau
S. 90	German torpedo-boat	400	3	6500	Capt. Lieut. Berrenberg	Tsingtau
Taku	German torpedo-boat	280	4	6000	Oblt. z. S. Claassen	Tsingtau
Tiger	German gunboat	900	10	1350	Comdr. Böcker	Tsingtau
Tsingtau	German river gunboat	223	4	1200	Capt. von Möller	Canton
Vaterland	German river gunboat	223	4	500	Oblt. z. S. Prinz	Shanghai
Calabria	Italian cruisor	2145	—	—	Comdr. Sommi Picenardi	Shanghai
Adamastor	Portuguese cruiser	1757	—	—	Capt. Anibal de S. Dias	Macao
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Patria	Portuguese gunboat	700	—	—	Captain José de Carvalho Orato	Macao

UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.

A 2	U. S. submarine				Ensign J. McC. Murray	Cavite
A-4	"				Lieut. E. D. McWhorter	Cavite
A-6	"				Ensign J. C. Van de Carr	Cavite
A-7	"				Ensign C. M. Yates	Cavite
Albany	U. S. protected cruiser	3430	10	7500	Com. M. L. Bristol	Cruising
Bainbridge	U.S. torpedo-boat destroyer	420	7	8000	Ensign H. A. Jones	Cavite
Barry	U.S. torpedo-boat destroyer	420	7	8000	Lieut. R. Hill	Cavite
Callao	U. S. gunboat	243	8	250	Ensign W. L. Halberg	Canton
Chauncey	U.S. torpedo-boat destroyer	420	7	8000	Lieut. F. J. Fletcher	Cavite
Cincinnati	U. S. protected cruiser	3183	11	10,000	Comdr. S. S. Robinson	Cruising
Dale	U.S. torpedo-boat destroyer	420	7	8000	Lieut. C. A. Woodruff	Cavite
Decatur	U.S. torpedo-boat destroyer	420	7	8000	Lieut. B. H. Green	Cavite
El Cano	U. S. gunboat	630	4	600	Lt. Comdr. S. Gannon	Shanghai
Helena	U. S. gunboat	1392	8	1068	Comdr. G. R. Marvell	Shanghai
Mohican	U. S. station ship	1000	6	1100	Lieut. R. V. Lowe	Cavite
Monadnock	U. S. monitor	3990	6	3000	Lt. E. P. Svarz	Olongapo
Monterey	U. S. monitor	4084	4	6377	Commander J. V. Chase	Olongapo
Paampanga	U. S. gunboat	244	2	—	Lieut. B. B. Taylor	Cavite
Pigeteaqua	U. S. sea going tug	854	2	1600	Lieut. S. W. Watson	Canton
Pompey	U. S. Repair ship	5445	—	—	Lieut. W. C. Wallace	Cavite
Quiros	U. S. gunboat	250	2	208	Lieut. J. J. Hannigan	Shanghai
Rainbow	U. S. cruiser	4050	14	1800	Lt. Comdr. D. W. Wurtzbaugh	Swatow
Samar	U. S. gunboat	243	8	250	Lt. G. C. Dickman	Shanghai
* Saratoga	U. S. armored cruiser	8150	14	17,391	Comdr. H. A. Wiley	Swatow
Villalobos	U. S. gunboat	370	—	208	Lieut. R. Darr	Shanghai
Wilmington	U.S. gunboat	1370	8	1000	Comdr. J. F. Hubbard	Hongkong
Yompatuck	U. S. tug	462	—	650	Chief Boatsn. P. E. Radcliffe	Olongapo

U. S. Saratoga: Flagship of Rear-Admiral J. R. P. Nicholson, Commander-in-Chief, United States Asiatic Fleet.

A. S. WATSON & CO., LTD.

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Very old liqueur Scotch Whisky.

☞ Our Celebrated E very old Liqueur Scotch Whisky is a blend of the best Pot-Distilled Scotch Whiskies. It is of great age, very fine, and mellow. Its superior quality has established its reputation as THE LEADING SCOTCH WHISKY IN THE EAST.

WATSON'S E BRANDY

Finest very old BROWN BRANDY Guaranteed 25 years age, in wood. The finest liqueur BRANDY on the market.

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Chemists and Druggists

GREAT REDUCTIONS IN PRICES.

PRESCRIPTIONS ACCURATELY DISPENSED.

Pure Drugs Patent Medicines, &c.

24, QUEEN'S ROAD, HONGKONG.

Hongkong, July 22, 1912. 29

BIRTH.

HUNTER.—At 26 A. Nathan Road, Kowloon, on 30th October, 1913, to Mr and Mrs T. HUNTER, a daughter.

MEMO FOR TO-DAY.

9.15 p.m.—Entertainment "Twelfth Night" at the Theatre Royal.

MEMO. FOR TO-MORROW.

2.30 p.m.—Auction of Jewellery at Messrs. Hughes and Hough's Sales Rooms.

General Memoranda.

SATURDAY, November 1:—

2.30 p.m.—Auction of Furniture at Messrs. Hughes and Hough's Sales Rooms.

9.15 p.m.—Harmston's Circus at Causeway Bay.

9.15 p.m.—Entertainment "Twelfth Night" at the Theatre Royal.

TUESDAY, November 4:—

5.30 p.m.—Organ Recital, St. John's Cathedral.

9 p.m.—Mollendorff Concert, St. Andrew's Hall.

WEDNESDAY, November 5:—

2.15 p.m.—Meeting of the Licensing Board in the Council Chamber.

2.30 p.m.—Auction of Furniture at Tang Yuen, 18 Macdonnell Road.

FRIDAY, November 7:—

5.30 p.m.—Extraordinary General Meeting of Hongkong Cricket Club.

MONDAY, November 10:—

5.30 p.m.—Christian Science Lecture at Theatre Royal.

The China Mail

HONGKONG, THURSDAY, OCT. 30, 1913.

CHINA'S FRONTIER PORTS.

Mr. C. E. Tennant, Commissioner of Customs at Mengtsz, in the course of an interesting and instructive report issued recently, states that the trade of China's frontier ports during last year showed that there was remarkable progress. The exceptional circumstances which favoured trade in that port are reflected in the revenue, Hk. Tls. 601,244, against Hk. Tls. 245,383 in 1911, and Hk. Tls. 275,926 in 1909, the previous record year. Opium duties dwindled to next to nothing. The much talked-of branch railway which is to link the Kochiu tin mines with the Tonkin-Yunnanfu railway at Pishihchai has not yet materialised. A new survey of the Yunnanfu-Kutsingfu section of the Yunnan-Kwangsi Railway was again undertaken, but work has not begun yet. The stoppage of railway traffic between Hokow and Mengtsz during the rainy season of 1911, and the disappearance of suitable junks on the Red River since the completion of the railway, demonstrated the need of a caravan road for cases of emergency; and with this view the old road along the Red River has been repaired from Hokow to Sinkai. Silk culture, which had been fostered under the late regime, was further encouraged by the importation, for free distribution, of moro mulberry trees from Chekiang, and silkworm eggs from Chekiang, Shantung, and Honan provinces. From returns made to the School of Agriculture at Yunnanfu, the cultivation appears to have extended to 68 districts and the total of mulberry trees planted now exceeds 20,000,000. Nevertheless, so far no raw silk is exported, and trade in silk through the Customs House is practically non-existent. Educational affairs, which had been put aside during the revolution, were again attended to. Primary Schools were closed only a few months, and the local Normal School re-opened at the end of 1912. At Yunnanfu there have been opened a Mining School, a Bankers School, and Industrial School, and a private Middle School. Normal Schools now exist at Talifu, Mengtsz, Puerh, Chaotungfu, Likiangfu, and Yungchangfu. Free tuition is given in all the schools, while in some cases food, uniforms, books, etc., are all provided in addition without cost. The number of students at Yunnanfu is said to be about 7,000. The education budget for the province is estimated at $800,000. Among Mengtsz improvements Mr. Tennant records the establishment of a foundry for the treatment of most kinds of ores, and that of a theatre built by a limited liability company. In Yunnanfu electric lighting, both public and private, has been installed. A power station, able to provide light for 6,000 16-candle-power lamps, was erected 20 miles from Yunnanfu, on the western side of the Tienchih Lake, at the outlet through which the lake's waters flow to the Yangtze, and during the year the city was supplied with electric light. The cost of the whole installation—plant, power-station, etc., —is estimated at $500,000, and the upkeep at $18,000 a year. The concern should prove a source of wealth to the province. A telephone system is managed by the Telegraph Administration, and, though it has but a very limited number of subscribers (70), it works well. A good macadamised road, about 1.1-4 miles long, has been laid outside the South Gate, connecting the city with the railway station and other points, and is now lined with shops on both sides. The main streets of the city are now kept fairly clean by a corps of street sweepers; order is maintained by an efficient police force; and two hospitals, one a French Government institution and the other under Chinese control, are in constant and helpful operation. At the beginning of 1912 there were 6,775 li of telegraph lines, with 34 stations operated in the province. The number of parcels received by the Mengtsz post office declined a little, due no doubt to the high parcel-post tariff. This tariff has been lowered from the beginning of 1913. There is wanton destruction of pheasants and egrets now going on in this province, as well by Chinese as by foreigners. In 1899, in response to the Foreign Minister's suggestion to check the slaughter of pheasants and other feathered birds, the Tsungli Yamen prohibited the exportation of bird skins; but though this prohibition has been carefully enforced by the Maritime Customs, nothing has been done to stop the trade in bird skins inland; and unless some measures be taken in the interior, by the Native Customs and Likin Offices, the prohibition to export by the Maritime Customs comes too late, as all the harm has already been done when the skins are brought on the market. An enormous quantity is now reported for sale in this province, and all chances are availed of to smuggle the skins across the frontier. As to egret feathers, the case is different: trade in feathers is elicit, and as these birds are only killed for the sake of the few feathers on their back during the breeding season, we dare not even get the prohibition against the export of bird skins to help us. The price of egret feathers is constantly rising, and it may be feared that the actual slaughter will result in the total extermination of the birds; and the only remedy is an absolute prohibition to kill and export the feathers of this bird for at least a few years.

HONGKONG VOLUNTEER.

JOINED.

The undermentioned members having joined the Corps are allotted Corps Nos. and posted as follows:—

No. 1466 Pte. J. Brown, Centre Section H. G. Co.

No. 1467 Pte. D. Blenkiron, Centre Section H. G. Co.

No. 1468 Pte. R. G. Southerton, Centre Section H. G. Co.

No. 1469 Pte. A. L. Grace, Scouts Co.

HOWITZER SECTION.

The third monthly shoot of the above company takes place next Sunday, 2nd November, at King's Park Range at 2.30 p.m.

TWELFTH NIGHT.

There was a very good attendance at the matinee performance of "Twelfth Night" by the Hongkong Mummers yesterday afternoon. A very large number of children was included in the audience, and they seemed to enjoy the boisterous revelry of Sir Toby and Sir Andrew immensely. It was disappointing, however, to find that the student class, for whom the matinee was arranged was but sparsely represented—in the dress circle, at any rate. Those who have not done so, should take the opportunity of witnessing "Twelfth Night," the performances of which will mark in a fortnight of amateur theatricals in Hongkong.

NEWS OF THE DAY.

The Royal Hongkong Yacht Club will be "At Home" to their friends on Saturday, 1st proximo.

The cargo of raw silk shipped on board the s.s. "Magellan," which left this port on September 23 was delivered at Lyons on the 27th instant.

A Chinese shop-keeper of Tai Yuen Street, Wanchai, has reported to the police that one of his tokis collected $60 on behalf of the firm, and then absconded.

A fifteen-year-old boy was charged before Mr. Wood at the Magistracy this morning with hawking papers without a licence in Des Voeux Road Central. Defendant pleaded guilty, and a fine of $2 was imposed.

A report has been made by the Kowloon City police that five armed robbers entered No. 83 Lye Mun and stole $54 in subsidiary coins and other articles to the total value of about $58. The robbery was committed shortly after midnight.

A visit is being paid to Hongkong by Mr. H. Lehmann, who is connected with the Mission Schools of the Berlin Mission Society in China. His visit is in the interests of the Institution he represents, which has over forty schools in the Kwangtung province.

Some Revenue Officers picked up six unclaimed boxes on the Praya yesterday. On being opened three of the boxes were found to contain clothing, but the remaining three boxes were packed with rifles, revolvers, and ammunition. The arms and ammunition were confiscated by the police.

ALLEGED EMBEZZLEMENT BY BANK CASHIER.

Dutch Subjects to be Extradited.

At the Magistracy this morning before Mr. Hazeland, Mr. and Mrs. Sonneveld, Dutch subjects, who are charged with being concerned together in embezzling 180,000 guilders from a Dutch bank in Batavia, made their final appearance, after a series of remands.

It will be remembered that the male defendant was cashier of a bank in Batavia, and of 180,000 guilders he was charged with embezzling, the Hongkong police recovered 163,000 guilders. A Dutch inspector of police has now arrived in the colony from Batavia to take charge of the defendants.

Mr. Gardener, who appeared to defend the accused, stated to the Magistrate that it had been arranged by the consent of the defendants for them to leave the colony to-morrow or Saturday morning. He asked that a formal remand until Monday be granted, and then if the defendants left in the meantime, the case could be withdrawn.

Inspector Collett agreed to this course, provided that the solicitor for the defence appeared on Monday when the case is withdrawn.

Mr. Gardener said that Mr. Sonneveld had some doubt in his mind as to whether the Hongkong police had power to arrest him on a Japanese boat.

Mr. Hazeland replied that the defendant could be informed that he was arrested within the jurisdiction of the colony. There was no question of jurisdiction, as he was within British waters. It did not matter whether he was on a Japanese or any other steamer.

PIRACY AT MACAO.

LARGE SUM OF MONEY STOLEN.

A daring piracy is reported from Macao. The s.s. American, which sails under the Portuguese flag, took to Macao a sum of money stated to be between $40,000 and $50,000, which it was proposed to bring on to Hongkong to purchase opium, &c. The boat left Macao on Sunday for Macao, the skipper of the vessel, Captain Braga, being in Hongkong. As the vessel did not arrive the Captain proceeded to Macao and found that the ship had been pirated. It appears that when half way to Hongkong on Sunday night, the American was approached by junks, from which about twelve Chinese boarded the steamer. The pirates got away with about $50,000 in cash, but the cargo, which comprised a quantity of pigs, was not touched. The compradore on offering resistance to the robbers, was wounded in the legs. It is suspected that the crew of the American and some Chinese women passengers on board were in league with the pirates, and the whole of the crew has been detained by the Macao authorities. The steamer was taken by the pirates to some islands south of Macao, where she was left. The boat returned to Macao when the pirates left her, and the cargo was brought to Hongkong by the Sui-tai and Sui-an. None of the passengers of the American were injured, it apparently being the main object of the pirates to get the large amount of money on board.

BOWLS BY ELECTRIC LIGHT.

Bowls is played after dark by electric light on the green of the Alderley Edge (Cheshire) Village Institution. The committee have just introduced electric lights. Bowling will now be possible throughout the winter season.

LEGISLATIVE COUNCIL.

BUDGET BILL PASSED.

EXTRAORDINARY TYPHOON DAMAGE.

A meeting of the Legislative Council was held this afternoon. H.E. the Officer Administering the Government, Mr. Claud Severn, presiding. There were also present:—

H.E. the General Officer Commanding the Troops, Major General F. H. Kelly, C.B.

The Hon. Mr. A. M. THOMSON, Colonial Secretary.

The Hon. Mr. J. A. S. BUCKNILL, K.C., Attorney General.

The Hon. Mr. A. G. M. FLETCHER, Colonial Treasurer.

The Hon. Mr. W. CHATHAM, C.M.G., Director of Public Works.

The Hon. Mr. E. R. HALLIFAX, Secretary for Chinese Affairs.

The Hon. Mr. C. McI. MESSER, Captain Superintendent of Police.

The Hon. Mr. WEI YUK, C.M.G.

Hon. Mr. E. A. HEWETT, C.M.G.

The Hon. Mr. E. SHELLIM.

The Hon. Mr. DAVID LANDALE.

The Hon. Mr LAU CHU PAK.

The Hon. Mr. C. MONTAGUE EDE.

Mr R. H. CROFTON, Clerk of Councils.

TYPHOON DAMAGE.

H.E. the Officer Administering the Government in making recommendations for two financial votes (which were referred to the Finance Committee) said that the damage done by the typhoons of August 17 and September 18 was considerable. The largest item was the damage to important roads in Victoria. The damage was caused chiefly by the typhoon, together with the high tide on August 17, when the whole of the front of the Praya was swept by heavy seas for some hours. Had it not been for that, the damage would not have been so large. The damage by the typhoon of September 18 was nothing like so great, but the unfortunate accident to the steam launch belonging to the Sanitary Board was a big item. The washout of the railway embankment between Sha Tin and Tai Po was a great expense which was unavoidable. It was more than three times the amount put in the estimates every year as typhoon damage, which was $24,000. But they had had several years practically without typhoons, so this was really paying off what was over the average. He moved that the minutes be referred to the Finance Committee.

The Hon. Colonial Treasurer seconded, and the motion was carried.

The first minute, for a sum of $95,581, was made up as follows:—Harbour Master's Department: Oil and sundry stores, $155; steam launch repairs, $800. Sanitary Department: Staff, launch, steam barge and lighter repairs, $2,500. Botanical and Forestry Department: Forestry, New Territories, $180; maintenance of gardens and grounds, $1,006. Public Works: Hongkong, typhoon and rain-storm damages, $53,700; Ditto, New Territories, islands in southern district, $6,400; mainland and islands in northern district, $19,800. Kowloon-Canton Railway, expenditure: Main line, maintenance of way, works and stations, $10,770: Fanling Branch, maintenance of way and works, $770.

The other votes recommended was in aid of Public Works, and was made up of the following items:—Kowloon: Maintenance of buildings, $5,000. New Territories: Maintenance of buildings—mainland and islands in northern district, $2,000. Kowloon: Miscellaneous works, extraordinary, $2,000.

THE BUDGET BILL.

The Budget Bill, entitled "An ordinance to apply a sum not exceeding $8,167,102 to the public service of the year 1914", was taken through committee stage without discussion, read a second and third times and passed.

The council then adjourned.

FINANCE COMMITTEE.

At a meeting of the Finance Committee which followed the Hon. Mr. A. M. Thomson presiding, the financial minutes referred were passed.

Hon. Mr. Hewett expressed the hope that if His Excellency was sending Home the debate upon the Military contribution he would call attention to the extraordinary expense—nearly a lakh of dollars—to which the colony had been put in this one year by typhoon damage.

The Chairman thought the connection was rather obscure.

Hon. Mr. Hewett did not agree.

The Chairman said he could not find any item referring to typhoon damage in the estimates.

Hon. Mr. Hewett contended that all financial items had reference to the military contribution.

The discussion closed, and the minutes were passed.

LONDON SHARE QUOTATIONS.

Mr. P. C. Potts received the following share quotations by cable from London this morning:—

	£	s.	d.	
Shells ("Bearers")	5	0	6	Buyers.
Ural Caspians	2	16	3	Middle.
Mexican Eagles	2	3	3	"
Chinese Eng. and Mining Co., Ltd.	1	10	0	"
Tronohs	2	5	9	"
Pahangs	0	11	6	Buyers.
Indos (Combined	8	10	0	Middle.
Electric Trams	0	8	6	"

31-YEARS' TRANCE.

The wife of a farmer at Burgos, Spain, awoke from a trance which is stated to have lasted thirty-one years.

CHAMBERLAIN'S PAIN BALM.

THERE is nothing so good for muscular rheumatism, sprains, lameness, cramp of the muscles, bruises and like injuries as Chamberlain's Pain Balm. It will effect a cure in less time than any other treatment. For sale by all Chemists and Storekeepers

SUCCESSFUL LAUNCH AT KOWLOON.

A GEM FOR THE TONKIN TRADE.

French Boat's Charming Godmother.

Under the happiest of augurios was launched at the Kowloon dock of the Hongkong and Whampoa Dock Company this morning the steamship "Jade," built by the company to the order of M. P. Roque, who has a fleet of boats, all bearing the names of precious stones engaged in the coastal and river trade in the French colonies of the Far East. The Jade, a small but exceedingly well proportioned steamer took the water in the presence of a large and representative gathering of French residents, and had in Mlle. L. Liebert a charming godmother. Those who witnessed the ceremony, which took place in brilliant sunshine, included M. G. Liebert, French Consul-General, Mlles. Liebert, M. P. Roque, Captain and officers of the s.s. Atlantique, Mr. Janssens, Mr. V. d'Attingor, Mr. R. M. Dyer, chief manager of the dock company, and Mr. S. Dodwell, one of the directors.

As a given signal the last blocks were removed and the jacks started the ship on her way down the slipway to the water, Mlle. L. Liebert gracefully christening her with a [illegible] of champagne, tied with the tricolour, as she glided off. The lady visitors were provided with bouquets of flowers tied with jade coloured ribbon, and the guests adjourned to the dock recreation room, where the new vessel, the builders, the owner and Mlle. L. Liebert were toasted.

Mr. Stanley Dodwell, proposing "Success of the Jade and prosperity to M. Roque," said a steamer built by British builders for a French owner and launched by a charming French lady should do much to cement the entente cordiale in the Far East. He trusted that M. Roque would give the dock company many more opportunities of cementing it in this way.

M. Roque said he felt that nothing was wanting to cement the entente, which was as good as it possibly could be here as well as all over the world, and it would last, he trusted, for a very long time. His ships were very small, and he had given them the names of precious stones. Gems were of small proportions but their value, in comparison with their size was great. That was why he had chosen for the Jade such a charming god-mother; because he thought that the influence of a charming lady, which was so noticeable upon human beings, must be exerted upon a ship, to which they gave a personality. The more charming the god-mother of a ship, therefore, the greater should be her influence upon the vessel. "Do you not think I have made a good choice," M. Roque concluded, amid a storm of applause, in which everybody present expressed an affirmative reply.

Two pleasing little ceremonies then took place. Mr. S. Dodwell, on behalf of the dock company, presented to Mlle. L. Liebert as a souvenir a handsome gold watch and chain, and M. Roque presented to the Mlles. Liebert beautiful Chinese jade bracelets.

M. Roque then addressed the gathering in French, telling a charming mythical romance associated with the name of the new vessel. He gave her the name "Jade," he said, because it was believed by the Chinese and Annamites that this stone brings good luck. He heard lately from a friend, a university professor, the story of an old King whose charming daughter was to be married to a prince of the Iles de Baie d'Along, on the Tonkin coast. The bride having a presentiment that she would be placed in danger by a tempest on the way to her future husband's home the advice of an old monk was sought, and he gave the girl a jade-stone ring, bidding her cast it in the sea if trouble threatened, when the waters would be immediately calmed. During the voyage a big upheaval was caused by an immense sea-serpent which haunted the coast, and following the advice given her the girl threw the ring into the water. It was immediately swallowed by the monster, which died, and the ship was saved, the voyage ending happily. Mlle. Liebert some time before, M. Roque said, launched for him the "Emerald," which had been very successful, and he hoped the Jade, launched by her sister, would be blessed by similar good luck, and would dance upon the waves as lightly as danced the lady who launched her. (Applause.)

The "Jade," which is the sixth boat built by the company for M. Roque, is a steel single screw steamer of the following dimensions:—Length overall, 166ft. 6in.; length between perpendiculars, 158ft.; breadth, extreme, 28ft. 8in.; breadth, moulded, 27ft. 8in.; depth, moulded, 17ft. 11in. She is built to the rules and requirements of Bureau Veritas highest class special survey, with fixed freeboard, having two decks sheathed with teak. The engine and boiler space is amidships, providing two large cargo holds. Water ballast is carried in the fore and after peaks. Spacious 'tween decks are served by four large watertight doors. The cargo hatches, 20 feet long by 10ft. 6in. wide and 16 feet by 10ft. 6in., are efficiently protected by hardwood sheathing, protection which the owners found necessary during their long experience in the special trade for which the vessel is designed. Powerful steam winches of the friction type by Messrs. Stapfer du Clos are fitted on the main deck, working cargo from steel derricks. The masts are specially strengthened, a strong hook being fitted on the main mast for towing lighters. The steam windlass is by Messrs. Clarke Chapman and Co., Ltd. Staterooms are provided for six first-class passengers, and the Captain's accommodation is on the boat deck. The vessel is fitted throughout with electric light by Messrs. W. C. Jack and Co., Hongkong, under whose superintendence the design and construction of vessel have been carried out.

The propelling machinery consists of a set of triple expansion engines driving through steel shafting a bronze propeller. The cylinder dimensions are 13in.—22in.—35in. diameter with a stroke of 30in. The engines are very substantially built throughout. The condenser is independent of the main engine framing, circular in shape, the shell being of steel plate. An independent steam driven centrifugal circulating pump is provided for circulating water through the condenser. Two vertical duplex pumps are fitted; one for general service purposes, the other as an auxiliary feed pump. Steam is generated in a large single ended boiler working under natural draught and designed for a working pressure of 180lbs. per square inch. The engine room and stokehold throughout will be complete with all necessary appliances for the safe working and thorough overhaul of the machinery, which throughout has been designed and constructed to the requirements of the Bureau Veritas.

CORRESPONDENCE.

HONGKONG LAND INVESTMENT AND AGENCY CO., LTD., AND HONGKONG LAND RECLAMATION CO., LTD.

(*To the Editor of the "China Mail"*)

The Hongkong Land Investment and Agency Coy., Ltd.

Hongkong, October 28th.

Dear Sir,—I am requested by the Board to ask you to be good enough to insert the following reply which has been sent to Mr. Gershom Stewart to the letter which appeared in your issue of 9th inst.—Yours faithfully,

A. SHELTON HOOPER,
Secretary.

[*Copy.*]

GERSHOM STEWART, Esq., M.P.,
Whiteholme, Hoylake, Cheshire.

DEAR SIR,—On the 9th inst. I received a printed and undated copy of letter bearing the names of some of the shareholders on the subject of the management, &c., of this Company and that of the Hongkong Land Reclamation Company.

This letter appears to have been published in each of the local papers as an open letter addressed to the Secretary of this Company.

It has been laid before the Board, who will take it into consideration and will refer to it at the next Ordinary General Meeting of Shareholders.—Yours faithfully,

(Sd.) A. SHELTON HOOPER,
Secretary.

THE MOST GRACEFUL ACT.

The correspondence resulting from the "Manchester Guardian's" request for accounts of the "most graceful act" has produced, among others, the following story:—A correspondent playing at the Raynes Park golf course began rather well, but his real form soon became painfully visible. The caddie at first suggested things like "getting well below with that lofter and teasing it over that tree on to the green," and other feats which the golfer never thought of doing—even in dreams. After the first few holes the caddie saw that there was nothing to be said, the golfer doing all the speaking that was necessary after each shot. At the highest hole on the course (it was done in nine) the caddie said: "You get the best view of the course from here, sir, looking over to Wimbledon Hill, with the house of red brick and white and yellow in the sun. I wonder artists don't come to paint it. I'm going to take a photograph of it myself some day. It's worth coming up here to get a view like that."

CINEMA ROMANCE.

The romance of a young cinema actress who recently joined an English film company was told me this week. As a matter of fact, she had only appeared on two films when the beauty of her face and the charm of her bearing attracted a wealthy Colonial visitor to London. He visited the manager of the film company, and procured an introduction to the original of the beautiful picture that had so fascinated him. They are to be married next week, and, after a honeymoon on the Continent, the "Girl on the Film" will travel to a distant colony where film artists are few and far between. One condition made by the bridegroom seems a hard one to the cinema man, though I understand the young bride is much flattered by it. All the films in which the young woman appeared have been bought up and destroyed, the Colonial declaring that there is no longer any need for his bride to exhibit her beauty for public delectation. S—a deserving film firm is done out of a desirable advertisement.—"Citizen."

TEETOTALLERS' RISKS.

Teetotallers would appear to be peculiarly susceptible to appendicitis.

This is the conclusion arrived at by Dr. Gagey and Professor Sabrazes, who contribute an article each on the subject in the current issue of "La Presse Medicale."

In one family consisting of sixteen persons, they state, six, who were total abstainers, had to be operated on for appendicitis. None of the others, who were moderate wine drinkers, suffered.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE WELSH MINE DISASTER.

AUSTRALIA'S GENEROSITY TOWARDS SUFFERERS.

LONDON, Oct. 30.

A telegram from Melbourne states that the Government has voted £2,000 for the sufferers by the Welsh mine disaster.

AUSTRALIAN GOVERNMENT DEFEATED.

LONDON, Oct. 30.

In the House of Representatives, Mr. Forrest moved the second reading of the Loan Bill. Mr Roberts, for the opposition, moved the adjournment, and the Government was defeated by 28 votes to 27. The House then adjourned.

RUSSIAN ESPIONAGE IN AUSTRIA.

RUSSIAN SENTENCED TO DEATH.

LONDON, Oct. 29.

The *Militaerische Zundschau* (Vienna) says that a Russian named Koet has been sentenced to death for espionage at Agram, while the town was under martial law. Investigation proved that a regular network of Russian espionage existed in Austria.

UNPRECEDENTED GUNNERY TESTS AT PORTLAND.

ALL GUNS IN USE.

LONDON, Oct. 29.

Mr. Winston Churchill, the First Lord, and other Lords of the Admiralty, attended at Portland yesterday to witness unprecedented gunnery tests, by the battleship *Empress of India* which bombarded with all her guns, from the four inchers to the 13 inchers.

BALCONY COLLAPSES AT TORONTO.

LONDON, Oct. 29.

One person was killed and three injured at Toronto through the collapse of a balcony during a demonstration.

ANOTHER BRITISH ANTARCTIC EXPEDITION.

LONDON, Oct. 29.

Sir Ernest Shackleton, the famous explorer, speaking in London, said he hoped to start for the Antarctic in 1914, with the same companions as on the last expedition.

ULSTER AND HOME RULE.

LORD LONDONDERRY ON THE SITUATION.

LONDON, Oct. 29.

Lord Londonderry, speaking at Durham, said that Mr. Asquith had declared in his speech that he would employ the English Army to shoot the Ulstermen. "Will I be there with them?" asked his lordship (apparently answering an interjection.) If Home Rule is passed 100,000 will be ready to resist by armed force."

THE ITALIAN ELECTIONS.

BOMB THROWING AT CATANIA.

LONDON, Oct. 29.

After the declaration of the poll at Catania, says a telegram from Rome, bombs were thrown among the crowd. Four persons were injured, one fatally. Forty-one members of the Labour Exchange were arrested, and one person was killed at Naples.

THE POWERS AND MEXICO.

LONDON, Oct. 29.

In response to requests from Mr. Bryan, Great Britain, France and Germany have notified that they will defer formulating any Mexican policy till they have exchanged views with the United States.

IT NEVER FAILS.

CHAMBERLAIN'S Colic, Cholera and Diarrhœa Remedy is all its name implies. It cures diarrhœa and dysentery whether children or adults, and the most violent cases of cramp, colic or pain in the stomach give way to a few doses of this medicine. Safe, sure, always cures. For sale by all Chemists and Storekeepers.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE P. & O. DISPUTE SETTLED.

COMPANY'S PROPOSALS ACCEPTED.

LONDON, Oct. 30.

The P. & O. dispute has been settled, the officers having accepted the Company's proposals.

The officers rejoin the Arcadia tomorrow.

THE ENGLISH TURF.

RESULT OF THE CAMBRIDGESHIRE.

LONDON, Oct. 30.

The result was:—

Cantilever 1
Cheerful 2
Santair 3

Eighteen ran, won by a head; two lengths separating second and third.

Cantilever was ridden by Southey Absolute and Desborough did not run.

There was a wretched start, Dalmore being left behind several lengths. Bugler and Equanimity were also sufferers.

A furlong from the finish, Cantilever drew to the front, and, stalling off a challenge from Cheerful, won an exciting race. Oscile was fourth.

Cantilever has lately been suffering from his old complaint of sore feet and has also been coughing during the past few days. It was only decided to run him this morning.

Florist was favour at 9-1.

MOTHER LAND AND COLONIES.

THE NAVAL QUESTION.

LONDON, Oct. 30.

The High Commissioner for New Zealand, interviewed by Reuter, stated that the moral of the present naval position of the Empire was that unless the Dominions shared in the wider control of the navy they must have local units. He believed that New Zealand's decision would impress the Imperial Parliament with the necessity for the Dominions taking a more effective voice in Imperial affairs.

MORE SUFFRAGETTE FOLLY.

MR. LLOYD GEORGE ASSAULTED.

LONDON, Oct. 30.

A suffragette was fined £20 for throwing pepper at Mr. Lloyd George outside the London Chapel and with injuring several policemen.

OBITUARY.

SIR WALTER WRAGG.

LONDON, Oct. 30.

The death is announced of Sir Walter Wragg, formerly Senior Puisne Judge, Natal. He retired in 1899.

THE ABRUZZI ROMANCE RECALLED.

MISS ELKINS WEDS.

LONDON, Oct. 29.

Miss Katherine Elkins, daughter of Senator Elkins, the heroine of the Duke of the Abruzzi's romantic suit, was married yesterday at her mother's home to Mr. William R. Hitt, the lawyer, who had persisted in his courtship for seven years.

CHINESE NEWS.

PEKING, Oct. 30.

THE CURRENCY REDEMPTION LOAN.

The projected loan for the redemption of paper currency has not yet reached a satisfactory conclusion, the financiers considering the security offered by the Government insufficient.

THE BOXER INDEMNITY.

The instalment of the Boxer Indemnity due at the end of June was paid on October 27.

SPECIAL ENVOYS.

The appointments of Special Envoys to Foreign Governments has been changed as follows:—Yen Wai Ching, London; Wu King Lim, Berlin; Wong Ching Ting, Washington; Lu Chung Cheong, St. Petersburg; and Lu Chung Yu, Tokyo.

CHILDREN'S COLDS.

WHY let the children rack their little bodies in such a distressing manner when you can so easily cure their colds with a bottle of Chamberlain's Cough Remedy. For sale by all Chemists and Storekeepers.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE ZEPPELIN DISASTER.

RESULT OF THE INQUIRY.

LONDON, Oct. 30.

An inquiry into the Zeppelin disaster, which took place this month, attributes the explosion to escaping gas, which was sucked into the car by an eddy behind the new wind screen. The explosion was caused by a spark from the motor. The report adds that the fullest agreement exists between the Admiralty and Count Zeppelin as to the methods of avoiding known dangers in future.

PRESIDENT'S THREAT TO RESIGN.

OBJECTS TO DRAFT CONSTITUTION.

PEKING, Oct. 30.

The Japanese adviser in the President's office has declared that the Constitution drafted by the Drafting Committee restricts the President's powers too greatly, and he has drawn up an alternative Constitution "by which the progress of China will not be hindered." The President has declared that if the Constitution drafted by the committee is passed by Parliament he will resign office.

THE UNIONISTS AND HOME RULE.

IMPORTANT SPEECH BY MR. BONAR LAW.

LONDON, Oct. 30.

Addressing fifteen thousand people at a meeting at Wallsend, Mr. Bonar Law declared that the pledge he gave on behalf of the Unionist Party at Blenheim still held good. If the Government tried to drive Ulster out of the Union before gaining the sanction of the Electors and if Ulster resisted she would be right, and the Unionist Party would support her in resisting.

Mr. Bonar Law associated himself to the fullest extent with Sir Edward Carson. "We stand together and, if necessary, fall together."

Emphasising the gravity of the situation, Mr. Bonar Law denied that he had used Ulster as a Party pawn. There was no question of party advantage or influence with the Unionists. Mr. Asquith had said that the people were behind him. "Why not test it," said Mr. Bonar Law, "in view of the attitude of Ulster and the uncertainty of the wishes of the people." The Government would commit a crime if it pressed to extremes before knowing that they were carrying out the will of the people.

So long as they believed that the Government were acting against the will of the people. There was no difference between Irish and English Unionism.

LAUGHED AT MURDER VERDICT.

The inquest on George Kent, aged 60, borough council horsekeeper, of New King's-road, Fulham, has resulted in a verdict of "Willful murder" against Albert Kent, his son.

Kent was found at his home in a dying condition, suffering from terrible wounds inflicted with a pick-axe, which was found near by.

Albert Kent was arrested afterwards at Harlington, Middlesex, and has been charged with murder.

Detective Morby said that prisoner remarked to him: "It was all through him rowing. It is always the same on Fridays, Saturdays, Sundays, and Tuesdays till he has spent his ha'pence. I took the axe off the shaft and threw it at him while he was laying down."

Asked if he had any questions, prisoner said: "I never wish to question an Englishman, but there is not one in this court barring me."

Prisoner heard the verdict without the least apparent concern. He was taken away laughing.

HICCOUGHING FOR A FORTNIGHT.

All the efforts of four doctors cannot stop Mr. M.-S. Smoker, a train inspector on the Pennsylvania Railway at Merchantville, New Jersey, from hiccoughing. He has been hiccoughing at intervals of a few seconds for a fortnight.

SUNSHINE AND COMMON SENSE.

DON'T doctor your blood for rheumatism. Use an external application of Chamberlain's Pain Balm. In a few days it will get you up and out into the sunshine, then nature will restore the rich red blood to your veins and so rid the system of this troublesome disease. For sale by all Chemists and Storekeepers.

SPORTING.

Association Football.

38TH COY., R.G.A. v. SUBMARINES.

These undefeated teams turned out on the Hongkong Club ground yesterday afternoon to contest United Services League points in connection with the Second Division. Teams:—

38th Coy., R.G.A.—Moore; Brown, Sandford; Buckland, Stanley, Burt; Goldsborough, Draper, Driver, Cooper, Malia.

Submarines — Cooke; Dance, Rossen; Granger, Pickvance, Ashby; Foames, Simmonds, Ferns, Batterham, Lyons.

Referee, Mr. Blake.

Batterham won the toss and set the gunners to face a strong sun. After a little midfield play the gunners were hovering about the sailors' goal. Burt speculated with a shot from good range and Cooke conceded a corner to prevent a goal being registered. The teams appeared very evenly matched, the backs on either side showing up well. Lyons and Batterham made a fine run on the left and all was going well until Brown returned the leather. A similar fate befell an effort by Simmonds, Sandford tackling well and sending on to Burt, who in turn gave Malia a chance which he failed to turn to account. Previous to this Cooper had missed an open goal from a well-placed corner by Goldsborough. The fiery Ferns brushed the gunners backs aside when goin for goal but Moore left his goal and smartly cleared. Cooper was ordered off by the Referee and the next attack by the gunners saw Driver out-pace the defence and score with a fine low drive. At the interval the score sheet was:—

38th Coy., R.G.A., 1; Submarines, 0.

The sailors were the first to show up well on resuming. The forwards were within good range of goal by means of neat passing and Simmonds was about to put on the final touch when Stanley intervened. Goldsborough, who was always after a goal, hit the bar with a fine shot but later made up for this by dispossessing Rossen and hooking the ball into the net. Seeing the position from which he scored it was a clever goal. Back went the sailors to retaliate and Moore being penalised for carrying, Lyons scored with a shot that went through off a defender. A little later Batterham received marching orders for an offence on Burt, and Driver nearly added to the gunners score. The Sub, marines suffered their first defeat with the result:—

38th Coy., R.G.A. 2; Submarines, 1.

H.M.S. TAMAR RESERVES v. D.C.L.I. RESERVES.

As these teams were both unbeaten, an interesting game was expected at the Happy Valley yesterday afternoon, when they met to contest Second Division, United Services League points. Teams:—

Tamar Reserves—Dugdale; Clements, Hurden; Cauldwell, Munday, Lakeman; Collins, Palmer, Rawlins, Martin, Smith.

D.C.L.I. Reserves — Fitzgerald; Richardson, Drew; Bartlett, Holmes, Withers; Davis, Hughes, Newbold, Brown, Buck.

Referee, Mr. F. Wright.

A good even game was expected and the spectators were not disappointed. Holmes was sound at half and kept his his forwards worrying the sailors' backs. Buck tried a shot that Dugdale just managed to keep out but others he disposed of without much difficulty. Meanwhile the sailors' forwards were getting together and but for excellent defence by Drew must have taken the lead. Martin and Rawlins were tricky customers but Richardson and Drew did not stand on ceremony but bustled and hustled them to good purpose. With the backs at the other end likewise managing to keep the forwards under control, the score sheet at the interval was:—

H.M.S. Tamar Res. 0; D.C.L.I. Res. 0.

The second half was mostly in favour of the "Dukes" who seemed to last the game much better. Davis, Hughes and Newbold worked keenly and the others were no less prominent. Goals looked to be forthcoming, but bad shooting and defenders popping up at the critical moment kept things level. It was only an occasional sortie by the sailors that kept the game at all level otherwise it would have been pressure all the time by the "Dukes." Just when most were predicting a goalless draw, Hughes gave his side the goal they had worked for. Drew and Co saw that the sailors did not equalise.

D.C.L.I. Reserves, 1; H.M.S. Tamar Reserves, 0.

TEAM FOR SATURDAY

The following team has been selected to represent Hongkong Assn. F. C. against H.M.S. Monmouth on the club ground on Saturday, kick off at 4 p.m.:—J. Goldenberg (junior); M. L. Railton and M. A. Goodwin; D. Campbell, J. Stalker and A. Chapman; J. L. Goldenberg A. J. Coleman W. V. Pennell A. F. Briggs and W. F. Brewer.

Hongkong Cricket Club.

The following will represent the Club in a League Match against Craigengower Cricket Club to be played on the Hong Cricket Club Ground on Saturday next play to commence at 2. p.m.: T. E. Pearce, (Captain.) R. N. Anderson, C. H. Buckingham, C. C. Clarke, A. A. Claxton, P. H. Cobb, D. E. Donnelly, A. L. Case, B. Kennedy, M. M. Mass and R. P. Thurstfield.

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XMAS 1913

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PEER'S VILLAGE WIFE.

ROMANTIC MARRIAGE OF LORD DE FREYNE.

Not until a fortnight ago was the romantic love story of Lord De Freyne discovered. He succeeded to the title on the death of his father recently.

As has already been stated, Lord De Freyne, who is thirty five years of age, left the country some years ago, and when last heard of was serving as a sergeant in the United States army.

The name of his wife is given in Debret as Amabel Angus, Miss Angus, it is discovered, is the daughter of the proprietor of a small hotel at Rothes, a sleepy town on Speyside.

It was at Rothes that the future Lady De Freyne spent her early years. There she received her education, and until she was eighteen years of age knew little of the world beyond.

Lady De Freyne's father and mother were of humble parentage. For father was the son of an hotelkeeper in Aberdeenshire. There were three daughters of the marriage, Amabel being the second. Mr. Angus left a widow with three children. Mrs. Angus bought the Seafield Arms Hotel, Rothes, and went to live in the Speyside village, where she spent the remainder of her days.

It was in the early eighties that the family settled in Rothes, and even as a child the future Lady De Freyne was considered remarkably pretty. As she grew up the villagers often remarked on her splendid figure and attractive beauty. She was educated at the village school.

It is believed that Lord De Freyne first met Miss Angus while in the north of Scotland when she was a girl of seventeen. A few years later she came to London and held a situation as a barmaid.

Correspondence is known to have been kept up between the late Baron's heir and the beautiful Scottish lass, and on November 14, 1902, they were married at a registary office in the metropolis.

Three years later the present Lord De Freyne left England, and the belief that he enlisted as a soldier in America is verified at a local bank, where the cashier states that Miss Angus occasionally received letters from Fort Slocum, where the future Baron was stationed. He said in his letters that he was serving as a private, receiving £2 10s. a month pay. Since he was promoted to be a sergeant nothing has been heard of his career.

Whether Lady De Freyne is in America or elsewhere cannot be ascertained. Indeed, the people of Rothes were quite unaware that a daughter of their neighbour was married to the heir to a peerage.

DIPHTHERIA—HOW IT MAY BE AVOIDED.

DIPHTHERIA is usually contracted when the child has a cold. The cold prepares the child's system for the reception and development of the diphtheria germs. When there are cases of diphtheria in the neighborhood children that have colds should be kept at home and off the street until recovered. Give them Chamberlain's Cough Remedy as it may will not have to remain at home long. It also clears out the culture beds which form in a child's throat when it has a cold, and minimizes the risk of contracting infectious diseases. For sale by all Chemists and Storekeepers.

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Steamer from Hongkong.	On or about	Connecting at Calcutta with	on or about
YATSHING A. APCAR	Nov. 1. Nov. 2.	"UMTALI"	30th Nov.

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THE NANYO YUSEN KUMI
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Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya

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S.S. RIOJUN MARU, For Moji & Kobe 9th November.
S.S. HOKUTO MARU, For Singapore, Batavia, Samarang & Sourabaya. 20th Nov.
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FOR	STEAMERS	To Sail	REMARKS.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SUNDA, Capt. C. E. IRVING, R.N.R.	About 1st Nov.	Freight and Passage.
SHANGHAI	DEVANHA, Capt. W. E. HUXLEY,	About 6th Nov.	Freight and Passage.
LONDON, via USUAL PORTS OF CALL	INDIA, Capt. C. C. TALBOT, R.N.R.	Noon 8th Nov.	See Special Advertisement
LONDON & ANTWERP, via SUEZ, PLYMOUTH, CHERBOURG & PORT SAID & MARSEILLES	SOMATRA, Capt. H. W. POTTER, R.N.R.	About 12th Nov.	Freight and Passage.

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P. & O. S. N. Co.'s Office.

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FOR VANCOUVER. From Hongkong	FOR LIVERPOOL. From Quebec.
EMPRESS OF RUSSIA...WED., Nov. 5.	EMPRESS OF BRITAIN..THU., Nov. 27.
EMPRESS OF INDIA ...THU., Nov. 20.	ALLAN LINE FRI., Dec. 19.

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" Boston or New York£45.
Meals and sleeping car across Canada **not included** in above rates. If required such will cost £8 additional.

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DESTINATION.	STEAMERS.	Displacement	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID	KAMA MARU, Capt. Kawara,	Tons 16,000	WEDNESDAY, 5th Nov., at Daylight.
	KASHIMA MARU, Capt. M. Yagi,	Tons 20,000	WEDNESDAY, 19th Nov., at Daylight.
VICTORIA, B.C., & SEATTLE, Via SHANGHAI, MOJI, KOBE, YOKKAICHI & YOKOHAMA	SHIDZUOKA MARU, Capt. —,	Tons 12,600	TUESDAY, 4th Nov. at Noon.
	TAMBA MARU, Capt. J. Taranaka,	Tons 12,500	TUESDAY, 18th Nov., at Noon.
KOBE & YOKOHAMA	KAGA MARU, Capt. T. Sekine,	Tons 12,500	THURSDAY, 6th Nov., at 11 a.m.
NAGASAKI, KOBE AND YOKOHAMA	KUMANO MARU, Capt. M. Winckler,	Tons 9,600	WEDNESDAY, 19th Nov., at 11 a.m.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	NIKKO MARU, Capt. Takeda,	Tons 9,600	WEDNESDAY, 19th Nov. at Noon
	KUMANO MARU, Capt. —,	Tons 9,309	WEDNESDAY, 17th Dec. at Noon.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	BOMBAY MARU, Capt. —,	Tons 6,000	SATURDAY 1st November.
CALCUTTA via SINGAPORE, PENANG, & RANGOON	KANAGAWA MARU, Capt. —,	Tons 12,000	TUESDAY, 4th November.

§ Fitted with new system of wireless telegraphy. ‡ Cargo only.

PASSENGER SEASON—1914.

FOR EUROPE.

MIYASARI MARU	16,000	tons sails Wednesday	28th	January.
KITANO MARU	16,000	" " "	11th	February.
IYO MARU	12,500	" " "	25th	February.
HIRANO MARU	16,000	" " "	11th	March.
KATORI MARU	20,000	" " "	25th	March.
KAMO MARU	16,000	" " "	8th	April.
KASHIMA	20,000	" " "	22nd	April.

FOR AMERICA.

SHIDZUOKA MARU	12,500	tons sails Tuesday	27th	January.
TAMBA MARU	12,500	" " "	10th	February.
AKI MARU	12,500	" " "	24th	February.
SALO MARU	12,000	" " "	10th	March.
YOKOHAMA MARU	12,500	" " "	24th	March.
AWA MARU	12,500	" " "	7th	April.

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"	" SAN FRANCISCO	50.00	"	93
INTERMEDIATE	" LONDON	35.00	"	109
"	" SAN FRANCISCO	30.00	"	84

Return Portion of Round Trip Tickets, as above, Available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Ports of Kobe and Yokohama.

Steamers:

MONGOLIA	27,000	Tons	Sailing	SATURDAY, 8th Nov., at 1 p.m.
PERSIA	9,000	"	"	TUESDAY, 25th Nov., at 1 p.m.
KOREA	15,000	"	"	TUESDAY, 9th Dec., at 1 p.m.
SIBERIA	15,000	"	"	TUESDAY, 16th Dec., at 1 p.m.
*CHINA	10,220	"	"	TUESDAY, 30th Dec., at 1 p.m.

*For San Francisco via Manila, Nagasaki, Kobe, Yokohama and Honolulu.

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Nov. 25....PERSIA	Nov. 27.	Oct. 30....MONGOLIA	Nov. 1.
Dec. 30....CHINA	Jan. 1.	Nov. 13...PERSIA	Nov. 17.
Jan. 10....NILE	Jan. 12.	Nov. 20....KOREA	Nov. 22.

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Speed 18 Knots. Displacement 11,000 Tons

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer.	Captain	Date of Sailing.
Nippon Maru	A. G. STEVENS	Wednesday, 5th Nov., at Noon.
TENYO MARU	E. BENT	TUESDAY, 11th NOV., at Noon.
HONGKONG MARU	S. TOGO	FRIDAY, 28th NOV., at Noon.
SHINYO MARU	H. S. SMITH	THURSDAY, 4th DEC., at Noon.
CHIYO MARU	W. W. GREENE	MONDAY, 22nd DEC., at Noon.

The S.S. NIPPON MARU will be despatched for San Francisco, via Manila, Nagasaki, Kobe, Yokohama and Honolulu, on WEDNESDAY, the 5th November, at Noon.

SOUTH AMERICA LINE.

In connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.

The only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers:—

ANYO MARU, BUYO MARU & KIYO MARU.

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE & VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Tons	Date of Sailing
Anyo Maru	18500	Wednesday, 3rd Dec., at Noon.
KIYO MARU	17,200	THURSDAY, 5th FEB., at Noon.

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS, TELEPHONE and POST OFFICES.

SPECIAL FARES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL & CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For full particulars as to Passage and Freight apply to

S. MORIMOTO, *Agent.*

KING'S BUILDING (Opposite Blake Pier).

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.



MAIL SERVICE TO AUSTRALIA, via MANILA

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ALDENHAM	Nov. 5.	Nov. 8th, at 11 a.m.
EMPIRE		Nov. 21st, at 11 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO

Agents.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.	
HAIYANG	Capt. A. E. Hodgins	FRIDAY,	31st Oct. at 11 A.M.
HAITAN	Capt. J. S. Roach	TUESDAY,	4th Nov. at 11 A.M.
HAICHING	Capt. W. C. Passmore	FRIDAY,	7th Nov. at 11 A.M.

FOR SWATOW AND RETURN

(Occupying 3 Days)

HAIMUN	Capt. J. W. Evans	WEDNESDAY,	5th Nov., at 11 A.M.
		SATURDAY,	8th Nov., at 11 A.M.

Steamers will arrive at, and depart from the Company's Wharf near Blake Pier.

For Freight and Passage apply to

DOUGLAS LAPRAIK & CO

General Managers.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
PAKHOI & HAIPHONG	KAIFONG	Oct. 31, at 10 a.m.
TAKOW, AMOY & SHANGHAI	WUHU	Nov. 1, at 4 p.m.
NINGPO & NEWCHWANG	KAIGAN	Nov. 1, at 4 p.m.
SHANGHAI	CHENAN	Nov. 1, Midnight.
WEIHAIWEI, & TIENTSIN	KUECHOW	Nov. 3 at 4 p.m.
SHANGHAI	LUCHOW	Nov. 6, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER.—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUI.'

MANILA LINE. Twin Screw Steamers 'Chinhua,' 'Taming,' & 'Tean.' Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Tean.'

SHANGHAI LINE. The Twin Steamers 'Anhui,' and 'Chenan,' and the S.S. 'Luchow,' and 'Yungchow,' having excellent accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

REDUCED FARES: Single $45 Return $75.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Telephone No. 36. *AGENTS.*

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	To Sail.
*SINGAPORE & SOURABAYA	CHUNSANG	FRIDAY, Oct. 31, at Noon.
*TIENTSIN via WEIHAIWEI	CHIPSHING	FRIDAY, Oct. 31, at Noon.
*SINGAPORE, PENANG & CALCUTTA	YATSHING	SATURDAY, Nov. 1, at Noon.
†SHANGHAI	TINGSANG	SATURDAY, Nov. 1, at Noon.
* MANILA	YUENSANG	SATURDAY, Nov. 1, at 2 p.m.
* MANILA	LOONGSANG	SATURDAY, Nov. 8, at 2 p.m.
*SINGAPORE, PENANG & CALCUTTA	LOYAT	SATURDAY, Nov. 22, at Noon.

RETURN TOURS TO JAPAN. (Occupying 24 days).

THE steamers *Kutsang, Nansang & Fooksang* leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the *Laisang, Kumsang, Lount, Yatshing* and *Sinsang* leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, Dalny, Weihaiwei & Tsingtau.

‡ Taking Cargo on through Bills of Lading to Kudat, Labad Datu, Simpornа, Sandakan, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to. Telephone No. 215

JARDINE, MATHESON & Co., Ltd.,

General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

EASTWARD

The S.S. will be despatched for **Yokohama, Kobe and Moji** at an early date taking cargo and passengers at current rates.

For Freight & Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215. *Agents.*

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE.—HOMEWARDS.

For	Steamers.	Date of Departure.
LONDON, ROTTERDAM & ANTWERP	'DEN OF RUTHVEN'	15th Nov.
LONDON & ANTWERP	'DENBIGH HIRE'	20th Nov.
LONDON & ANTWERP	'DEN OF CROMBIE'	24th Nov.

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	'DEN OF AIRLIE'	18th November.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	'MERIONETHSHIRE'	12th December.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	'GLENROY'	8th January.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.,

AGENTS.

Telephone No. 215 Sub-Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. **TORILLA**, 5,205 tons, Capt. Swanson, will be despatched for SHANGHAI, YOKOHAMA, KOBE and MOJI on 1st November.

S.S. **DILWARA**, 5,378 tons, Capt. Ramage, will be despatched for KOBE and MOJI on 14th November.

WESTWARD

S.S. **A. APCAR**, 4,450 tons, Captain Walker, will be despatched for SINGAPORE, PENANG & CALCUTTA on 6th November.

S.S. **THONGWA**, 6,98 tons, Capt. Robins, will be despatched as above on 8th November.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.,

AGENTS.

SHIPPING

STEAM FOR STRAITS, CEYLON, AUSTRALIA, COLOMBO, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship *INDIA*, Captain C. C. TALBOT, R.N.R. carrying His Majesty's Mails will be despatched from this port for BOMBAY, on SATURDAY, the 8th Nov., at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship *Moldavia* from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, and Tea and Cargo for France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles & London: other cargo for London, etc., will be conveyed via Bombay in the s.s. *Mantua* due in London on the 20th December, 1913.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, *Superintendent.*

Hongkong, Oct. 25, 1913.

'INDRA' LINE, LIMITED.

FOR SAN FRANCISCO.

THE Steamship "INDRAMAYO" sailing about middle of November.

For freight and further particulars, apply to—

JARDINE, MATHESON & Co., LTD., *Agents.*

Telephone No. 215 Sub. Ex. 9.

Hongkong, Oct. 17, 1913. 1264

THE AMERICAN & MANCHURIAN LINE.

(BUCKNALL STEAMSHIP LINES, LTD.)

THE Steamship DENBIGH HALL, Captain Laidlay, will be despatched from Hongkong on the 7th November for BOSTON & NEW YORK.

Also

THE Steamship CITY OF BARODA, Captain Mason, on the 25th November for NEW YORK.

(With liberty to call at the Malabar Coast).

For freight and further particulars, apply to:—

THE BANK LINE, LIMITED. *Agents.*

Hongkong, Oct. 15, 1913. 1249

FOR EUROPE VIA PORTS OF CALL.

THE I.G.M. Steamship PRINZ EITEL FRIEDRICH, Captain C. MUNDT, will be despatched from here on WEDNESDAY, the 26th November, and is due to arrive in GENOA on the 23rd December.

This Steamer gives splendid opportunity to reach Home just in time for Xmas. Early Booking Recommended.

For further particulars, please apply to

MELCHERS & Co., General Agents, Norddeutscher Lloyd.

Hongkong, 6th Oct., 1913. 12

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION

The Chinese Mail

中字日報

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM VARIOUS PORTS IN CHINA AND JAPAN.

$8.50 per ANNUM *delivered in Hongkong* $12.50 *to all Coast Ports*

No. 1, WELLINGTON STREET, HONGKONG.

SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

HOMEWARD PASSENGER SEASON. 1914.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	STEAMERS to COLOMBO	Leave SHANGHAI	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at PLYMOUTH (London 1 day later)
p.m. Thurs.		6 p.m. Tues.	noon Satur.		Saturday	Friday
Jan. 8	EGYPT	Jan. 13	Jan. 17	MOOLTAN ...	Feb. 14	Feb. 20
Jan. 22	DEVANHA	Jan. 27	Jan. 31	M REA.....	Feb. 28	Mar. 6
Feb. 5	CHINA	Feb. 10	Feb. 14	MALOJA	Mar. 14	Mar. 20
Feb. 19	ASSAYE ...	Feb. 24	Feb. 28	MARMORA ...	Mar. 28	Apr. 3
Mar. 5	INDIA	Mar. 10	Mar. 14	MOLDAVIA...	Apr. 11	Apr. 17
Mar. 19	DEVANHA	Mar. 24	Mar. 28	MEDINA	Apr. 25	May 1
Apr. 2	ARCADIA...	Apr. 7	Apr. 11	MONGOLIA...	May 9	May 15
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	May 23	May 29
Apr. 30	ASSAYE ...	May 5	May 9	MOOLTAN ...	June 6	June 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON AND MARSEILLES

The Fares to London and Marseilles are as follows:—

LONDON.

1ST	SALOON	"A"	Accommodation	SINGLE	£85.	RETURN	£97.
		"B"	"	"	£89.	"	£89.
2ND	SALOON	"A"	"	"	£44.	"	£66.
		"B"	"	"	£40.	"	£60.

MARSEILLES.

1ST	SALOON	"A"	Accommodation	SINGLE	£61.	RETURN	£91.
		"B"	"	"	£55.	"	£83.
2ND	SALOON	"A"	"	"	£42.	"	£63.
		"B"	"	"	£38.	"	£57.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

STILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'SEILLES	Due at LONDON
	about	about	about	about	about	about
BORNEO	Jan. 6	Jan. 17	Jan. 21	Jan. 27	Feb. 23	Mar. 4
NANKIN	Jan. 20	Jan. 31	Feb. 4	Feb. 10	Mar. 9	Mar. 18
NYANZA	Feb. 3	Feb. 14	Feb. 18	Feb. 24	Mar. 23	Apr. 1
NORE.....	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Apr. 6	Apr. 15
NILE	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 21	Apr. 30
MALTA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
SUMATRA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28
NUBIA	Apr. 14	Apr. 25	Apr. 29	May 6	June 3	June 12
NAMUR	Apr. 28	May 9	May 13	May 20	June 18	June 27

These Steamers call also at PORT SWETTENHAM, PENANG, and COLOMBO.

FARE TO LONDON

1ST SALOON £50 SINGLE: £75 RETURN.
2ND " £35 " £52

FARES TO MARSEILLES:

1st Saloon £46 Single.
2nd Saloon £33 "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A **SURTAX OF 10%**.

For further particulars apply to

E. A. HEWETT,
Superintendent.

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE.	PRINZ SIGISMUND. Capt. A. Hurtzig,	(8,000)	SATURDAY, 1st November, at 9 a.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA...	PRINZ EITEL FRIEDRICH, Capt. C. Mundt,	(16,000)	FRIDAY, 31st Oct. at 6 a.m.
KOBE	PRINZ WALDEMAR Capt. H. Bremer.	(6,100)	About TUESDAY, 12th Nov.
JESSELTON, KUDAT AND SANDAKAN	BORNEO, Capt. J. Koehler.		FRIDAY, 31st October. at 6 p.m.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars apply to

Norddeutscher Lloyd

MELCHERS & CO.,

General Agents, Hongkong & China.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA.'

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, VIA STRAITS AND COLOMBO,

To MARSEILLES, HAVRE, BREMEN & HAMBURG, & TO NEW YORK

AND FROM MANILA, HONGKONG & JAPAN to VANCOUVER (B.C.) AND PORTLAND (OR.)

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Roumanian, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward.

For Shanghai, Kobe & Yokohama

S.S. ISTRIA 14th Nov.
S.S. ALTMARK 18th Nov.
S.S. SILESIA 26th Nov.
S.S. PREUSSEN 27th Nov.
S.S. EMDEN 1st Dec.
S.S. O.J.D. AHLERS ...9th Jan.
S.S. CANDIA 28th Jan.

For further Particulars apply

HAMBURG-AMERIKA LINIE, Hongkong Office.

Homeward.

For Vancouver, Seattle and/or Tacoma & Portland (Or.)
S.S. ANDALUSIA 31st Oct.

For Rotterdam, Hamburg & Antwerp
S.S. BAYERN 1st Nov.

For Havre, Antwerp & Hamburg
S.S. SUEDMARK 6th Nov.

For Marseilles, Havre & Hamburg
S.S. BRISGAVIA 7th Nov.

SHIPPING

AUSTRIAN LLOYD.

Under Mail Contract with the Austrian Government

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

Via Straits, Colombo, Aden, Suez, Port-Said.

S.S. **BOHEMIA**, 7,900 tons, will leave as above on 15th November, at 4 p.m.

Superior accommodation for 1st, and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor Stewardesses Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), 1st Class £50, 2nd £38, 3rd £19.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE).

Via Straits, (Calcutta), Colombo, Bombay, (Karachi), Aden, Suez, Port Said.

S.S. **PERSIA**, 12,500 tons, will leave as above 1st November.

These Steamers, of large tonnage are fitted with comfortable one class accommodation for Saloon passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice) £43.

RAILWAY FARES Triest-London.

By Simplon Express
Via Venice, Milan, Simplon, Lausanne, Paris, Calais, or Boulogne, Class I £3.15, II £2.1.5.

By St. Gothard Express:
Via Venice, Milan, St. Gothard, Lucerne, Bale, Laon, Calais or Boulogne, Class I £3.15, II £2.1.5.

By Semmering Express:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £3.11, II £2.8.5.

By Tauern Express:
Via Munich, Cologne, Hook or Flushing, Class I £3.10.5, II £2.1.5

TO SHANGHAI:

S.S. **BOHEMIA**, 7,900 tons, will leave as above on 1st November, at 6 a.m.

FARES: Hongkong-Shanghai, 1st Cl. £5, 2nd £4, 3rd £2.

TO KOBE, via SHANGHAI, YOKOHAMA.

S.S.

Cargo taken at through rates to all ports in Adriatic Levant, Black Sea, and Danube, also North and South America.

SANDER, WIELER & CO., Agents, Prince's Building.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).



TRANS-PACIFIC LINE.

THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY CO.

Connecting at **TACOMA & SEATTLE** with

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO).

Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA via JAPAN PORTS.

Steamers	Captains	Leave	
'CANADA MARU' †	H. Yamamoto	Saturday,	15th Nov. at 1 P.M.
'TACOMA MARU' ‡	T. Hamada	Thursday,	27th Nov. at 1 P.M.
'PANAMA MARU' †	J. Kanao	Wed'day,	10th Dec. at 1 P.M.
'SEATTLE MARU' ‡	T. Saito	Thursday,	25th Dec. at 1 P.M.
'MEXICO MARU' †	N. Kobayashi	Wed'day,	7th Jan. at 1 p.m.
'CHICAGO MARU' ‡	I. Goto	Thursday,	22nd Jan. at 1 P.M.

† Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI & YOKOHAMA.

‡ Calling at MOJI, KOBE, YOKKAICHI & YOKOHAMA.

These Newly Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
'INDO MARU'	K. Komiya	Tuesday, 4th Nov., at 4 p.m.
'LUZON MARU'	H. Yamamoto	Wednesday, 26th Nov., at 4 p.m.
'SAIGON MARU'	T. Yamaguchi	Friday, 26th Dec. at 4 p.m.

FOR MOJI KOBE & YOKKAICHI.

Steamer	Captain	Leaving
'SAIGON MARU'	T. Yamaguchi	Wednesday, 12th Nov., at 4. pm.
'LUZON MARU'	H. Yamamoto	Thursday, 25th Dec., at 4 p.m.

CHINA AND FORMOSA LINE.

FOR TAMSUI VIA SWATOW & AMOY.

Steamers	Captains	Leaving
'DAIJIN MARU'	K. Minakami	Sunday, 2nd Nov. at 10 a.m.
'DAIGI MARU'	S. Tokushige	Sunday, 9th Nov. at 10 a.m.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
'KAIJO MARU'	Y. Yamamoto	Wednesday, 5th Nov. at Noon.

FOR ANPING & TAKAO via SWATOW & AMOY.

Steamer	Captain	Leaving
SOSHU MARU'	K. Tashiro	

FOR CANTON.

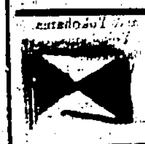
Steamer	Captain	Leaving
'SOSHU MARU'	K. Tashiro	

These steamers of the Coast and Formosa Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from SOOK HIP WHARF (near the Harbour Office, Praya Central).

For further information, apply

Z. KAMIYA, *Manager*
Second Floor No. 1, Queen's Building.



PHILIPPINES STEAMSHIP Co.

Steamship.	Tons	Captain.	For	Sailing Date.
RUBI	4,000	J. Miller	Manila, Mangarin, Cebu & Iloilo.	THURSDAY, Nov. 13, at 4 p.m.
ZAFIRO	4,000	F. S. McMurray	Manila, Mangarin, Cebu & Iloilo.	SATURDAY, Nov. 22, at 4 p.m.

Electric Light and Fans in every Cabin. Competent Stewardess carried.

For freight or Passage, apply to

Shewan, Tomes & Co., *General Managers.*

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO MANILA, SAMBOANGA & AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamers.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
"CHANGSHA"	27th October	31st October.
"TAIYUAN"	26th November	2nd December.

These steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, fresh provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For freight or passage apply to BUTTERFIELD & SWIRE, *Agents.*

Telephone No. 36.
Hongkong, October 15, 1913. 1214

SHIPPING

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to steamers of the Indian African Line.

PROPOSED SAILINGS

FROM HONGKONG. 22nd November. Connecting with FROM COLOMBO. COMERIO 12th Dec.

For Rates and further information, apply to

THE BANK LINE, LIMITED, MANAGING AGENTS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

From Hongkong. Middle of February.

For Rates of Freight or Passage, apply to

THE BANK LINE, LIMITED, MANAGING AGENTS.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

For	Steamer	Captain	To Sail.
SHANGHAI, KOBE AND YOKOHAMA	AMAZONE.	Girard.	3rd November.
MARSEILLES, via PORTS...	ATLANTIQUE.	Charbonnel.	4th November.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON, via PARIS, from £37.10 up to £71.10. 30 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

de BUSSIERRE, *Act. Agent,*
QUEEN'S BUILDING.

REDUCED FIRST CLASS FARES.

GREAT NORTHERN STEAMSHIP CO.

S.S. 'MINNESOTA'

Capacity 28,000 Tons. Length 630 Feet. Beam 73½ Feet.
20,718 Tons Gross Register. 37,500 Tons Displacement.
EQUIPPED WITH WIRELESS TELEGRAPHY.
(CAPT. T. W. GARLICK).

SAILS FROM HONGKONG ON SATURDAY, 15th November at Noon.

FOR

SEATTLE via NAGASAKI, INLAND SEA, KOBE and YOKOHAMA.

LUXURIOUS PASSENGER ACCOMMODATION.—Suites and state-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephones, etc.

Direct connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.

Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA. PRINCE'S BUILDING.
AGENTS.
681

Vessels Advertised as Loading.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING
Australian Ports, &c.	Aldenham	Gibb Livingston & Co.	Nov. 8, at 11 a.m.
Australia Ports, &c.	Empire	Gibb Livingston & Co.	Nov. 21, at 11 a.m.
B'bay, v. S'pore & C'bo	Indo Maru	Osaka Shosen Kaisha	Nov. 4, at 4 p.m.
B'bay v. S'pore & C'bo	Luzon Maru	Osaka Shosen Kaisha	Nov. 26, at 4 p.m.
Europe, &c.	Atlantique	Messageries Maritimes	Nov. 4.
Europe, &c.	Ernest Simons	Messageries Maritimes	Nov. 18.
J'tan, Kudat & S'dakan	Borneo	Melchers & Co.	Oct. 31, at 6 p.m.
Japan & Seattle	Minnesota	Great Northern S.S. Co.	Nov. 15, at Noon.
Kobe, S'hai & Y'hama	Nippon	Sander, Wieler & Co.	About Oct. 30.
Kobe & Yokohama	Kaga Maru	Nippon Yusen Kaisha	Nov. 6, at 11 a.m.
Kobe & Moji	Diwara	D. Sassoon & Co., Ld.	Nov. 14.
London, Antwerp, &c.	Sumatra	P. & O. S. N. Co.	About Nov. 12.
London, &c.	India	P. & O. S. N. Co.	Nov. 8, at Noon.
London, &c.	Den of Ruthven	Jardine, Matheson & Co. Ld.	Nov. 15.
London, &c.	Dealershire	Jardine, Matheson & Co. Ld.	Nov. 20.
London & Antwerp	Dealershire	Shewan, Tomes & Co.	Nov. 13, at 4 p.m.
Manila, Cebu & Iloilo	Rubi	Shewan, Tomes & Co.	Nov. 22, at 4 p.m.
Manila, Cebu & Iloilo	Zafiro	Jardine, Matheson & Co. Ld.	Nov. 8, at 2 p.m.
Manila	Hongkong	Jardine, Matheson & Co. Ld.	Nov. 1, at 2 p.m.
Manila	Yuensang	Nippon Yusen Kaisha	Nov. 5, Daylight.
Mar., London &c.	Kama Maru	Nippon Yusen Kaisha	Nov., 19, Daylight.
Mar., London &c.	Hashima Maru	Nippon Yusen Kaisha	Nov 19, at 11 a.m.
N'ki, Kobe, & Y'hama	Kumano Maru	The Bank Line, Ltd.	Nov. 7.
New York	Denbigh Hall	P. & O. S.N. Co.	About Nov. 1.
S'hai Moji & Kobe	Sunda	D. Sassoon & Co., Ld.	Nov. 1.
S'hai, & Japan Ports	Tenilla	Messageries Maritimes	Nov. 3.
Shanghai & Japan	Amasom	Messageries Maritimes	Nov. 17.
S'hai & Japan Ports	Australien	Pacific Mail S.S. Co.	Nov. 8, at 1 p.m.
San Francisco, v. Japan	Mongolia	Pacific Mail S.S. Co.	Nov. 25, at 1 p.m.
San Francisco v. Japan	Persia	Toyo Kisen Kaisha	Nov. 5, at Noon.
San Francisco, v. Japan	Nippon Maru	Toyo Kisen Kaisha	Nov. 11, at Noon.
San Francisco v. Japan	Tenyo Maru	Hamburg Am'kn Linie	Nov. 14.
S'hai Kobe & Y'hama	Istria	Hamburg Am'kn Linie	Nov. 18.
S'hai, Kobe & Y'hama	Altmark	Hamburg Am'kn Linie	Nov. 28.
S'hai, Kobe & Y'hama	Silhonia	Sander, Wieler & Co.	Nov. 1, at 6 a.m.
Shanghai	Bohemia	P. & O. S.N. Co.	About Nov. 6.
Shanghai	Devanha	Jardine, Matheson Co. Ld.	Nov. 1, at Noon.
Shanghai	Tingsang	Butterfield & Swire	Nov. 6, at 4 p.m.
Shanghai	Luchow	Jardine, M'son & Co. Ld.	Nov. 1, at Noon.
S'pore, Penang & C'bo	Vatshing	D. Sassoon & Co., Ld.	Nov. 6.
S'pore, P'ang, Calcutta	Arratoon Apcar	Jardine, M'son & Co. Ld.	Oct. 31, at Noon.
S'pore & Sourabaya	Chunsang	Douglas, Lapraik Co.	Nov. 5, at 11 a.m.
Swatow	Haimun	Douglas & Co., Ld.	Oct. 31, at 11 a.m.
S'tow, Amoy & F'chow	Haiyang	Douglas & Co., Ld.	Nov. 4, at 11 a.m.
S'tow, Amoy & F'chow	Haitan	Douglas, Lapraik Co.	Nov. 7, at 11 a.m.
S'tow, Amoy & F'chow	Haiching	Osaka Shosen Kaisha	Nov. 9, at 10 a.m.
S'tow, Amoy & Tamsui	Daigi Maru	Osaka Shosen Kaisha	Nov. 2, at 10 a.m.
S'tow, Amoy & Tamsui	Jaijin Maru	Butterfield & Swire	Nov. 1, at 4 p.m.
Takao, Amoy & S'hai	Wuhu	Sander, Wieler & Co.	Nov. 15.
Trieste v. South Ports	Bohemia	Jardine, Matheson Co., Ld.	Nov. 31, at Noon.
Tientsin via Weihaiwei	Chingtung	Nippon Yusen Kaisha	Nov. 4, at Noon.
Vic'a, B.C., Seattle &c.	Shidzuoka Maru	Osaka Shosen Kaisha	Nov. 15, at 1 p.m.
Victoria, T'ma & Japan	Canada Maru	Osaka Shosen Kaisha	Nov. 27, at 1 p.m.
Victoria T'ma & Japan	Tacoma Maru	Canadian P'ic S. Co.	Nov. 5.
Vancouver, (B.C.), &c.	Empress of Russia		

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co.'s Steamship *Suisang* having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge of remaining on board after 10 a.m. the 28th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by:—

JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, Oct. 28, 1913. 1336

TOYO KISEN KAISHA.

FROM SAN FRANCISCO, VIA HONOLULU, JAPAN PORTS AND SHANGHAI.

THE Steamship NIPPON MARU.

The above-named Steamer having arrived Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on Wednesday, Oct. 29th, at 5 p.m. will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on Nov. 3rd, 1913, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or in Godown, and examination of same to be held on Nov. 6th at 10 a.m.

All Claims must be filed on or before Nov. 10th, 1913, otherwise they will not be recognised.

S. MORIMOTO,
Agent.

Hongkong, Oct. 27, 1913. 1315

INDO CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA PENANG AND SINGAPORE.

THE Company's Steamship *Kwo* having arrived from the Ports Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge of remaining on board after 4 p.m. the 27th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong, Oct. 25, 1913. 1316

'MOGUL' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP *LOTHIAN*

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of HOUT'S WHARF at KOWLOON, whence and/or from the Wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st prox. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 25th prox. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th prox. at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., Ltd.,
Agents, Mooth Line.

Hongkong, Oct. 29, 1913. 1325

THE 'CHINA MAIL'

Can be obtained at the following places in Hongkong:—

The Hongkong Hotel.
The Hongkong Ferry Wharf.
The Kowloon Ferry Wharf.
The Kiosk, Blake Pier.
The Upper Peak Tram Station.
The Lower Peak Tram Station.
Leung Ming (Astor House Hotel).
Lau Pang Kee (Astor House Hotel).
Ah Choo (Queen's Road).
Wo Cheong (D'Aguilar Street).
Rattonjee & Son (Kowloon).
Hun Cheong (Kowloon).
etc., etc., etc.

THE *CHINA MAIL*

Washing Books.

Price 20 cents.

BECK & CO.,

BREMEN,

KAISER BREWERY.

BECK'S BEER

Key Brand

$16.00 *per case*

- OF -

6 dozen pints,

- OR -

4 dozen Quarts.

HONGKONG AGENTS:

MacEwen, Frickel & CO.



ASK SPECIALLY FOR MACKIE'S

Heart Tonic Digestive and Non-gouty

WHITE HORSE WHISKY.

$20 DOZ. Including duty.

LANE, CRAWFORD & CO. SOLE AGENTS. 1196

To-day's Advertisements

G. R.

NOTICE.

IT IS HEREBY NOTIFIED that, on and after MONDAY, the 3rd November, and until further notice the SUPPLY OF WATER to the Rider Main Districts will be controlled by bringing the Rider Mains into operation and that water will be turned on to each Rider Main daily for two consecutive hours. Information as to the hours of supply to any particular property may be obtained on application at the OFFICES of the Water Authority or the Secretary for Chinese Affairs or at TUNG WA HOSPITAL.

W. CHATHAM,
Water Authority.

Public Works Department,
Hongkong, October 30, 1913. 1328

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction.

on

TUESDAY,

the 4th November, 1913, commencing at 2.30 p.m. at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,—

A QUANTITY OF VALUABLE TEAKWOOD AND CANTONESE BLACKWOOD FURNITURE,

&c., &c., &c.,

Comprising as follows:—

TEAKWOOD—Dining and Drawing Room Furniture, Upholstered Arm-chairs and Sofas, Carpets and Rugs, Brass and Brass-mounted Bedsteads, Bed Room Suits, Bureaus, Wardrobes, Washstands, &c., Sideboards, Dinner Waggons, Extension Dining Table and Chairs, etc., etc., Dinner and Dessert Services, Crockery, Sundry Glass Ware, Cooking Stoves, Cutlery, &c.,

BLACKWOOD—Couches, Settees, Arm-chairs, Flower Stands, Inlaid Cabinets, Jardiniares, Hall and Tea Tables, Teapoys, Brackets and Photo Frames, etc., Blackwood Hall Stands, Fire Screens including a Suite.

Also

Electric Reading Lamps, 1 Sewing Machine, Ice Chests, etc., 2 Typewriters in good condition, and a private collection of Post Cards.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH
Auctioneers.

Hongkong, Oct 30, 1913. 1327

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR JESSELTON, KUDAT & SANDAKAN.

Taking Cargo at Through Rates to TAWAO, LAHAD DATU, LABUAN, JOLO & MENADO.

THE Steamship BORNEO, Captain J. KOEHLER, (Loading TO-MORROW a.m.) will leave TO-MORROW, FRIDAY, the 31st inst. at 6 p.m.

For Freight or Passage, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.

Hongkong, Oct. 30, 1913. 1326

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE H. A. L. Steamship ANDALUSIA, Captain F. HALTER, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox. will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE.
Hongkong, Oct. 30, 1913. 1325

To-day's Advertisements

ROYAL HONGKONG YACHT CLUB.

THE Committee and Members AT HOME to their friends at the Clubhouse on SATURDAY, November 1st., 2.30—5 p.m.

Hongkong, Oct. 30, 1913. 1329

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Torilla* having arrived from the above ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board after 31st inst., will be landed at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, October 30, 1913. 1330

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ EITEL FRIEDRICH, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 5th of November will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 6th of November, at 9.30 a.m.

All claims must reach us before the 13th of November, 1913, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
General Agents.

Hongkong, Oct. 30, 1913. 1325

POST OFFICE NOTICES.

The s.s. Jason, with the Mails from London (via Siberia) of Wednesday and Saturday, the 8th and 11th inst., is due to arrive here on Friday, the 31st inst.

Mails will close for:—

SWATOW.
Per *Pechaburi*, at 9 a.m., on Friday, the 31st Oct.

PAKHOI, HAIPHONG & SAIGON.
Per *Haifong*, at 9 a.m., on Friday, the 31st Oct.

SWATOW, AMOY & FOOCHOW.
Per *Haiyang*, at 10 a.m., on Friday, the 31st Oct.

BANGKOK.
Per *Anna*, at 10 a.m., on Friday, the 31st Oct.

KORROR, YAP, ULIAI, SAIPAN, TRUK, PONAPE, KUSAIE, NAURU, RABAUL & SYDNEY.
Per *Germania*, at 11 a.m., on Friday, the 31st Oct.

* WEIHAIWEI & TIENTSIN.
Per *Chinshing*, at 11 a.m., on Friday, the 31st Oct.

* STRAITS & SOURABAYA.
Per *Chinsang*, at 11 a.m., on Friday, the 31st Oct.

PHILIPPINE ISLANDS, AUSTRALIA, TASMANIA & NEW ZEALAND Via PORT DARWIN.
Per *Changsha*, at 2 p.m., on Friday, the 31st Oct.

SAIGON.
Per *Kumchow*, at 3 p.m., on Friday, the 31st Oct.

* SHANGHAI, NORTH CHINA & JAPAN Via YOKOHAMA.
Per *Nagoya*, at 3 p.m., on Friday, the 31st Oct.

SHANGHAI, NORTH CHINA & JAPAN Via KOBE.
Per *Yorktown*, at 3 p.m., on Friday, the 31st Oct.

JESSELTON, KUDAT & SANDAKAN.
Per *Borneo*, at 3 p.m., on Friday, the 31st Oct.

SHANGHAI & NORTH CHINA.
Per *Bohemia*, at 5 p.m., on Friday, the 31st Oct.

SAIGON.
Per *Quinsay*, at 9 a.m., on Saturday, the 1st Nov.

* Specially despatched.

REDNESS, BURNING AND ITCHING

On Chest and Back. Came Out in Open Bleeding Sores. Pain So Severe Could Get No Rest. Cuticura Soap and Ointment Cured.



76, Knowsley Rd., Norwich, Eng.—"My complaint started over nine months ago with redness, burning and itching on chest and back. I went to a chemist who supplied me with soap and ointment, but instead of it getting better as I hoped both chest and back came red in open bleeding sores. The pain was so severe I could get no rest at night. I continued the remedies, the trouble was just as bad.

"Three weeks ago I saw the Cuticura advertisement, and sent for sample of Cuticura Soap and Ointment. I washed the affected parts with warm water and Cuticura Soap, then used the Ointment. From the first time of using, the smarting ceased. When I had used sample I sent to the chemist for some more and now thanks to the Cuticura remedies I am completely cured. The Soap I shall always use as I much prefer it to any others I have tried. The ointment I shall keep in the house in case I hear of anyone else requiring it." (Signed) Miss M. Sherrington Morris, July 3, 1912.

Cuticura Soap and Ointments are sold throughout the world. A single set is often sufficient. Sample of each with 32-p. book free from nearest depot: F. Newbery & Sons, 27, Charterhouse Sq., London; R. Towns & Co., Sydney, N. S. W.; Lennon, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Potter D. & C. Corp., Boston, U. S. A.

Tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

SHIPPING

ARRIVALS.

October 29.

Persia, Austrian str., 3,779, Mario de Nardo, Kobe Oct. 20, General.—SANDER, WIELER & Co.

Misumi Maru, Japanese str., 1,432 Uchikoshi, Phu-yen Oct. 28, Cement Stone.—SHEWAN, TOMES & Co.

Halvard, Norwegian steamer, 1,066, C. Andersen, Samarang Oct. 20, Sugar.—JAVA-CHINA-JAPAN LINE.

Fukui Maru, Japanese steamer, 3,089, H. Tominaka, Moji October 24, Coal.—MITSUI BUSSAN KAISHA.

Anhui, British str., from Canton.

October 30.

Prinz Eitel Friedrich, German steamer, 4,812, C. Mundt, Hamburg Sept. 18, and Singapore Oct. 25, Mails and General.—MELCHERS & Co.

Glenlochy, British steamer, 3,934, E. J. Stallard, London Sept. 14, and Singapore Oct. 23, General.—SHEWAN, TOMES & Co.

Prinz Sigismund, German str., 1,844, D. Lenz, Kobe Oct. 24, General.—MELCHERS & Co.

Andalusia, German steamer, 5,433, Fr. Heifer, Europe via Manila October 27, General.—HAMBURG AMERIKA LINIE.

Hanoi, French steamer, 789, Ch. Le Chevalier, Haiphong Oct. 28, General.—A. R. MARTY.

Deerwongee, British steamer, 1,047, C. W. Shearer, Saigon October 25, Rice.—A. BUNE.

Mathilde, German steamer, 831, G. Schlaikier, Hoihow Oct. 29, General.—JEBSEN & Co.

Paklat, German str., 1,018, J. Wenzel, Bangkok October 19, Rice and General.—BUTTERFIELD & SWIRE.

Torilla, British str., 4,875, C. J. Swanson, Calcutta and Singapore Oct. 24, General.—DAVID, SASSOON & Co., LD.

Chipshing, British str., from Canton.

Waishing, British str., from Canton.

Chiyuen, Chinese str., from Canton.

Yodo Maru, Japanese str., from Canton.

DEPARTURES.

October 30.

Dingwall, for Bangkok.
Lothian, for Shanghai and Yokohama.
Inverclyde, for Moji and San Francisco.
Trintau, for Bangkok.
Kwangtee, for Canton.
Kiang Ping, for Chinkiang.
Quarta, for Amoy and Saigon.
Poleric, for Singapore and New York.
Triumph, for Hoihow and Haiphong.
Otaru Maru No. 3, for Kwong Yen.
Phu-yen, for Hongay.
Yodo Maru, for Hongay.
Pen ng Maru, for Singap re and Bombay.
Hongkong, for Hoihow and Haiphong.
Chicago Maru, for Victoria and Tacoma.
Anhui, for Shanghai.
Misumi Maru, for Kwang Yen.

CLEARED.

P. E. Friedrich, for Shanghai & Yokohama.
Kumsang, for Nagasaki and Yokohama.
Rajaburi, for Swatow and Bangkok.
Chipshing, for Tientsin and Weihaiwei.
Waishing, for Bangkok.
Borneo, for Jesselton and Sandakan.
Cyclops, for Manila and London.

PASSENGERS.

ARRIVED.

Per *Prinz Eitel Friedrich*, for Hongkong: from Hamburg, Mr Freund, Mr Mar. O. Z. Grossmann, Mr Heins Becker, Sister Sophie Morita, Sister Marg. Heinze, Mr C. M. Hansen, Mr Fr. R. h. Carlsson, Mr W. Hanke, Mr W. Steffen, Mr v. Bergen, Mr Friedr. Delble, Mr S. Eliassen, Mr B. Madsen, Mr Sanders, Mr Winterberg, Mr Piehlstein; from Southampton, Mr and Mrs Dr E. H. Embley, Miss R. V. Embley, Miss A. McClelland, Mr L. J. Roche, Mr G. K. Marley, Miss Florence Gillies, Mr Thomas Kerr, Mr Ralph Wm. Carey Gorge, Mr and Mrs Louis Melin; from Antwerp, Mr Ernst Paatzsch; from Genoa, Dr Karl Popp, Mr and Mrs Ed. Keller, Messrs C. Wrenthal, Mr F. Hiley, W. Hoffmann, E. Kempf, Mrs J. H. de Reus and child, Mr Merz and family, Mr J. G. Wouters, Mr Hermann, Mrs and Miss L. M. Skedman, Mr W. v. d Sneebeck, Mrs W. Edkins, Mr A. Pieters, Mr Hans Brunning, Mr H. Holer, Mr and Mrs H. Ziegler, Miss Anna Fischer, Miss Anna Lundar, Miss Wilh. Gosthark, Mr and Mrs Wm. Lowchuer; from Naples, Mrs N. Ramires and child, Peters, O. Schell, W. Fechter, Gribaldi Rudel, Sister Kranch, Columbo and A. Feilig; from Colombo, Messrs. A. Sharp K. K. Ismerdeen, B. S. Barker, Prof. D. Schmidlin, Mr W. Purvis Thrystall, Mr and Mrs Woodward.

Per *Torilla*, from Calcutta, &c., Miss N. Wagner, Mr and Mrs Gideon.

EXPORTS.

The French steamer *Torilla* from Singapore cleared with Rice, Sugar, Tobacco and Tobacco Leaves.

WEATHER REPORT.

On the 30th at 10.45—A shallow depression has formed over N. Japan.

The anticyclone is again central over China.

Pressure has increased moderately over N. China. It is nearly stationary along the coast from Shanghai to Cape St. James and over the Philippines.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow:—

1.—Hongkong and Neighbourhood: E. winds, moderate; fine.

2.—Formosa Channel: N.E. winds, strong.

3.—South coast of China between Hongkong and Lamocks: The same as No. 1.

4.—South coast of China between Hongkong and Hainan: The same as No. 1.

EXCHANGE.

Hongkong, October 30, 1913.

On London—	
Bank Wire	1/-11
On demand	1/-11
" 30 days' sight	1/-11
" 4 months' sight	1/-11
Credits, 4 months' sight	2/-
Documentary, 4 months' sight	2/-
On Paris—	
On demand	249
Credits, 4 months' sight	254
On Berlin—	
On demand	202
On New York—	
On demand	47
Credits, 60 days sight	48
On Bombay—	
Wire	146
On demand	146
On Calcutta—	
Wire	146
On demand	146
On Singapore—	
On demand	84
On Manila—	
On demand	98
On Shanghai—	
On demand	73
30 days' sight, (private paper)	73
On Yokohama—	
On demand	96
Gold Leaf, 100 fine, (per tael)	$53.20
Sovereigns (Banks' buying rate)	$10.10
Silver (per oz.)	27
Bar Silver in Hongkong	10% prem.
Chinese Copper Cash	par.
Chinese Copper Cents	84% dis.
Rate of Native Interest	6 %
Chinese Sub. Coin	84% dis.
Hongkong Sub. Coin	84% dis.

SHARE LIST.—QUOTATIONS.

OCTOBER 30, 1913.

Stocks	No. of Shares.	Value.	Paid up.	Closing Quotations Cash.	Return on basis of last dividends.
BANKS.					
Hongkong & Shanghai Bank Corp.	120,000	$125	all	$790 L'don. £30	6½ o/o
MARINE INSURANCES.					
Canton Insurance Office Co., Ld.	10,000	$250	$40	$345 sellers	5 o/o
North-China Insurance Co., Ld.	10,000	£15	£6	Tls. 137½	
Union Insurance Society, Ld.	12,500	$200	$100	$800, by'rs	8½ o/o
Yangtsze Insurance Assoc., Ld.	12,000	$100	$60	$192½, ex 75	
FIRE INSURANCES.					
China Fire Insurance Co., Ld.	20,000	$100	$20	$155, buyers	6½ o/o
Hongkong Fire Insur. Co., Ld.	8,000	$250	$50	$377½, buyers	7½ o/o
DOCKS, ETC.					
H'kong & W'poa Dock Co., Ld.	50,000	$50	all	$77½, by'rs	o/o
New Amoy Dock Co., Ltd.	10,000	$5	all	$8½	7½ o/o
Shanghai Dock & Eng. Co., Ld.	35,700	Tls. 100	all	Tls. 56 sellers	
STEAMBOATS, TUGS, ETC.					
China and Manila S.S. Co., Ld.	20,000	$25	all	$75	
Douglas Steamship Co., Limited	20,000	$50	all	$33 sellers	5 o/o
H.K., C. & M. S. B. Co., Ld.	60,000	$15	all	$28½, by'rs	7½ o/o
Indo-China S. N. Co., Ltd.	60,000 / 60,000	$25	all	$89 sales L'don. £3.10/-	
Star Ferry Company, Ld.	30,000	$10	all	$58, by'rs	3½ o/o
Shell Trans. & Trad. Co., Ld.	2,500,000	£1	all	103/- sellers	8 o/o
Shanghai Tug & Lighter Co., Ld.	20,000	Tls. 25	all	Tls. 24	
do Preferences	10,000	Tls. 50	all	Tls. 45	
REFINERIES.					
China Sugar Company, Limited	20,000	$100	all	$97 sellers	3 o/o
Luzon Sugar Company, Limited	7,000	$100	all	$35 sellers	
WHARVES.					
H.K. & K. Wharf & Godown Co.	60,000	$50	all	$85 buyers	5 o/o
Shanghai & Hangkew Wharf Co.	66,000	Tls. 100	all	Tls. 113	
LAND AND BUILDINGS.					
Hongkong Land Investment & Agency Company, Limited	50,000	$100	all	$110, buyers	6½ o/o
Hongkong Land Reclamation Co. Ld.	25,000	$100	$75	$200	
S'hai Land Investment Co., Ld.	78,000	Tls. 50	all	Tls. 89	
Kowloon Land & Building Co.	6,000	$50	$30	$45½, sales	7 o/o
Wei-hai-wei Land & Building Co.	3,676	Tls. 20	all	Tls. 4½	
Humphreys Estate & Finance Co.	150,000	$10	all	$9, buyers	5½ o/o
West Point Building Co., Ld.	12,500	$40	all	$73	5½ o/o
TRAMWAYS.					
The Peak Tramways Co., Ld.	25,000	$10	all	$10½	7½ o/o
	80,000	$10	$1	90 cts.	
MINING.					
Chinese Engin. Mining Co., Ld.	1,000,000	£	all	31/3	
Tronoh Mines, Limited	180,000	1	all	46/3	
Henwood Tin & Rub. Estate, Ld.	£32,000	2/-	all	3/6	
Rand Am. Gold Mining Co., Ld.	200,000	£1	all	$3.75, sales	
HOTELS, ETC.					
Hongkong Hotel Company, Ld.	12,000	$50	all	$125	6 o/o
	8,000	$20		$85 sellers	
Manila Metropole Hotel, Ld.	15,000	Pes. 10	all	P34 sellers	
Astor House H. Co., Ld. (S'hai)	80,000	$25	all	$5	
SUNDRIES.					
A. S. Watson & Co., Limited	20,000	$10	all	$7½	
LIGHTING.					
Shanghai Gas Company, Limited	24,000	Tls. 50	all	Tls. 66	
Hongkong Electric Co., Limited	20,000	$10	all	$44	4 o/o
MISCELLANEOUS.					
Green Island Cement Co., Ld.	400,000	$10	all	$7½, sales & by'rs	
Union Waterboat Co., Limited	50,000	$10	all	$17½, by'rs	5½ o/o
Hongkong Dairy Farm Co.	40,000	$7½	$6	$27 buyers	5 o/o
Hongkong Ice Company, Limited	8,000	$25	all	$150 by'rs	5½ o/o
Shanghai Waterworks Co., Ld.	16,250	£20	all	Tls. 330	
H.K. Rope Manufactory Co., Ld.	60,000	$10	all	$23	9½ o/o
H.K. & S. C. S. Fisheries Co., Ld.	15,000	$10	all	$2	
H'kong Cotton Spinning Co., Ld.	125,000	$10	all	$9, sellers	
Euro Cotton Spinning and Weaving Co., Limited	80,000	Tls. 50	all	Tls. 148	
Maatschappij tot Mijn, Bosch- en Landbouwexploitatie in Langkat	200,000	G. 10	all	Tls. 35½ sales	
China Provident Loan Mortgage Co., Limited	200,000	$10	all	$9, sellers	7½ o/o
China Borneo Company, Limited	60,000	$12	all	$9½ buyers	8½ o/o
Campbell, Moore & Co., Limited	1,200	$15	all	$25	
Wm. Powell, Limited	15,000	$7	all	$9½, sellers	4 o/o
South China Morning Post	6,000	$25	all	$22, sellers	
China Light & Power Company	50,000	$5	all		
	50,000	$1	all	$6, sellers	
Union Laundry Co., Limited	20,000	$5	all	$3½	
Société des Fulpes et Papeteries du Tonkin	18,000	$20	all	$20, sellers	
H'kong Canal Foundry Co., Ld.	15,000	$10	all	$10	
Hongkong Tramway Co., Ld.	325,000	5/-	all	9/1 sellers	
CHOAN CONTAINER.					
Philippine Co., Limited	75,000	$10	all	$5	
Para Rubber in London	per	lb.	—	3/-	

Loans	Amount.	Valid.	Interest.	Quotations.
Chinese Imperial 1898	Tls. 767,360	Tls. 2967	½ p annum	Par.

VERNON and SMYTH, *Share Brokers.*

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